

<b>Title</b>	<b>Planning Applications</b>
<b>To:</b>	<b>Planning Control Committee</b>
<b>On:</b>	<b>22 January 2019</b>
<b>By:</b>	<b>Development Manager</b>
<b>Status:</b>	<b>For Publication</b>

### **Executive Summary**

The attached reports present members with a description of various planning applications, the results of consultations, relevant policies, site history and issues involved.

My recommendations in each case are given in the attached reports.

### **This report has the following implications**

**Township Forum/ Ward:** Identified in each case.

**Policy:** Identified in each case.

**Resources:** Not generally applicable.

**Equality Act 2010:** All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:  
The elimination of discrimination, harassment and victimisation;  
The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;  
The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

**Human Rights:** All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, I have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based

upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the Planning Control Committee shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

## **Development Manager**

### **Background Documents**

1. The planning application forms and plans submitted therewith.
2. Certificates relating to the ownership.
3. Letters and Documents from objectors or other interested parties.
4. Responses from Consultees.

FOR FURTHER INFORMATION ON THE CONTENTS OF EACH REPORT PLEASE CONTACT INDIVIDUAL CASE OFFICERS IDENTIFIED IN EACH CASE.

<b>01</b>	<b>Township Forum - Ward:</b> Bury East - Moorside	<b>App No.</b> 63185
<b>Location:</b>	Land at Chamberhall, Magdalene Road, Bury, BL9 0ES	
<b>Proposal:</b>	<p>Hybrid planning application comprising:</p> <p>A full planning application for 5 buildings of up to 12,317 square metres to be used within Use Classes B1, B2 and B8 and associated works to include an access road, landscaping, car parking, servicing areas (Phase 1); and site preparation works, access, boundary treatments and associated works including engineering works (Phase 1a); and engineering works comprising site preparation works (Phase 2).</p> <p>An outline planning application for development within Use Classes B1, B2 and B8 (Phase 1a) including details of access (all other matters reserved); and for development within Use Classes A1, A3, A4, A5, B1, B2, B8, C1 (hotel), D1 (creche) and D2 (gym), including details of vehicular access (all other matters reserved) (Phase 2).</p>	
<b>Recommendation:</b>	Minded to Approve	<b>Site Visit:</b> Y
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<b>02</b>	<b>Township Forum - Ward:</b> Prestwich - Sedgley	<b>App No.</b> 63429
<b>Location:</b>	Parkgates, Sedgley Park Road, Prestwich, Manchester, M25 0JW	
<b>Proposal:</b>	Creation of one additional floor of office space to an existing office building	
<b>Recommendation:</b>	Minded to Approve	<b>Site Visit:</b> N
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**Ward:** Bury East - Moorside

**Item** 01

**Applicant:** St Modwen Development Limited and Bury Council

**Location:** Land at Chamberhall, Magdalene Road, Bury, BL9 0ES

**Proposal:** Hybrid planning application comprising:

A full planning application for 5 buildings of up to 12,317 square metres to be used within Use Classes B1, B2 and B8 and associated works to include an access road, landscaping, car parking, servicing areas (Phase 1); and site preparation works, access, boundary treatments and associated works including engineering works (Phase 1a); and engineering works comprising site preparation works (Phase 2).

An outline planning application for development within Use Classes B1, B2 and B8 (Phase 1a) including details of access (all other matters reserved); and for development within Use Classes A1, A3, A4, A5, B1, B2, B8, C1 (hotel), D1 (creche) and D2 (gym), including details of vehicular access (all other matters reserved) (Phase 2).

**Application Ref:** 63185/Full

**Target Date:** 30/11/2018

**Recommendation:** Minded to Approve

**The application is subject to a Legal Agreement for off-site mitigation measures for replacement tree planting. This will be to provide an equal canopy cover to that lost on the site, and can include a number of sites to accommodate the planting.**

### **Description**

#### **The site and surroundings**

The Chamberhall site is located to the north of Bury Town centre and extends a total of 6.9 hectares in area. It is bounded to the north and west by the River Irwell, to the south by Dunster Road and to the east by Castlecroft Road and Gordon Street. A riverside walkway and cycle path runs along the River Irwell to the west and around the site to the east.

The site is surrounded by a range of different uses, comprising industrial, commercial, office, residential and retail units. To the north beyond the River Irwell are industrial/manufacturing premises and there is a footpath connection over the River which leads to Woodhill Road and residential properties located to the west. To the east is Peel Mills Industrial Estate and to the south the site is bounded by and accessed off Peel Way, part of the ring road which runs around the main town centre.

There are 3 other buildings which are located within Chamberhall, the police station located to the south of the site, the fire station, directly adjacent to the application site to the east, and LGC, an office, laboratory and warehouse unit which is to the south west. These premises are all accessed off Peel Way and have their own site access, servicing and parking provisions.

The Chamberhall site has an extensive history of previous development, dating back to 1893 with a bleach works and subsequent buildings associated with the cotton trade. Reservoirs were also located in the area to support these industries. These buildings are no longer there and there is dense tree planting on the site and river edge, as well as grassland and vegetation which cover the site. The site also has ecological interests and is known habitat for wildlife and some protected species. The River Irwell is also designated as a Wildlife Corridor under UDP Policy EN6/4. A large pond, (Chamber Hall Lake) is located in the southern part of the site, designed as a SuDS (Sustainable Urban Drainage System) which is operational and was designed to deal with the future drainage of the site

once development came forward. The site falls within Flood Zones 2 and 3.

In terms of access, the site is served off Peel Way and roads have been constructed to the entrance and around the site to facilitate future development, although the extension of Harvard Road remains incomplete.

### **Background to the application**

Chamberhall is a Council owned site, the aspiration for which has been to deliver the site as a high quality business park for offices and hotel/conference facilities, with the ambition to provide high quality design, enhancements and improvements to the footpath networks and maintenance of the riverside access to the west. It has been further promoted under the Bury Town Centre document 'Bury but Better'.

Now in partnership with the Applicant, St Modwens, the intention is to bring the site forward in two phases to deliver a comprehensive redevelopment of the site and to develop a new employment and mixed use destination.

Phase 1 is located in the northern part of Chamberhall, phase 1a to the west adjacent to the River Irwell and phase 2 is the remaining area in the southern part, which also accommodates the SuDS pond.

The Phasing programme and development proposals have come forward as a Hybrid planning application and as follows:

### **Phase 1 and 1a and 2 - Full application**

Phase 1 - A full planning application for 5 buildings of up to 12,317 square metres to be used within Use Classes B1, B2 and B8 (business, general industry and warehousing) and associated works to include an access road, landscaping, car parking, servicing areas for phase 1.

Phase 1a would comprise site preparation works, access, boundary treatments and associated works including engineering works.

Phase 2 relates to the proposal for engineering works and site preparation works including a 'cut and fill' exercise over the whole of the site. This involves the removal of a substantial amount of earthworks on phase 1 to create a level site ready for development. The intention is to re-distribute the earth to the phase 2 land to level out this part of the site and prepare it as a 'ready to develop' plot at a later date.

Both phase 1 and 2 sites are heavily treed, with groups and individual trees located over the whole area, the majority of which would need to be removed. As part of a mitigation strategy, the applicant proposes for compensatory planting and ecological enhancements on the Chamberhall site. As the area around Chamberhall is limited, and to address the extent of the tree and vegetation removal, the applicant also proposes off-site compensatory tree planting.

The applicant proposes a financial contribution of £30,000 towards tree planting in the Borough or a defined geographical area.

This is discussed in detail later in the report.

The siting of the proposed units would be set by the grant of the permission, together with details of the design and appearance and access to the site.

A total of 164 parking spaces are proposed located to the front and rear of the units together with cycle storage provision.

An access road would be created taken from the existing junction of Harvard Road and Magdalene Road to run to the northern part of the site along the western edge of phase 1.

### **Phase 1a and 2 - Outline application**

Phase 1a - An outline application for development within Use Classes B1, B2 and B8 including details of access (all other matters reserved).

For Phase 2, development is proposed in outline within Use Classes A1 (retail), A3 (restaurant/cafe), A4 (drinking establishment), A5 (hot food establishment), B1, B2, B8 (as above), C1 (hotel), D1 (creche) and D2 (gym), including details of vehicular access (all other matters reserved).

Access to phase 1a would be from the new road created off the extension to Harvard Road. with 3 access points to Phase 2.

### **Relevant Planning History**

48799 - Erection of a new divisional headquarters police station, including single and 3 storey buildings, car parking, landscaping and access onto new highways - 3/1/2008

50163 - Restoration of open water course landscape feature, to include suds regime wildlife habitat improvement and creation of earth bund from excavation arisings to enclose and screen developments from neighbouring public highway - Approved 18/9/2008.

51242 - 500 Metres of highway with 2x 3.65m wide lanes and 3.0m wide footways - Approved 17/6/2009

52020 - Erection of office, laboratory and warehouse premises (use class b1) including service yard and associated car parking - Approved 12/2/2010

53600 - Erection of a single storey 3 bay community fire station, drill tower and landscaping - Approved 21/4/2011

61732 - Extension to existing facility to provide additional warehouse area (Class B8/B2 use) with associated parking, landscaping and boundary treatments with new mezzanine floor added over existing warehouse to create new office area (Class B1 use) - Approved 25/10/2017

V062721 - Variation of condition nos. 15 and 16 of planning permission 61732 to allow the existing drain to be constructed over in accordance with the submitted build over agreement and method statement (condition 16 to be amended to reference the updated drainage plan) - Approved 8/6/2018

### **Publicity**

Letters sent to 160 properties on 3/9/2018.

Site notices posted around the vicinity of the site on 23/9/2018

Press advert in the Bury Times dated 6/9/2018

Response received on behalf of Northern England Office, RSPB with the following comments.

- This proposed development is on land which is currently great for biodiversity. The River and Trees are very important for invertebrate life supporting a number of species. In line with the NPPF I strongly encourage a condition to prevent loss of biodiversity in this area by including a host of mitigation measures. Building dependent species could be provided homes such as internal bird and bat bricks. Swift Bricks are dual purpose suiting declining Swifts and House Sparrows. There are Sand Martins in this area and a Sand Martin Bank here could be another consideration. I would ask for a condition for internal bird bricks which have a much longer life than boxes put in trees and could be a real asset to help minimise further losses.

Amended letter sent to the 3 properties (LGC, police station and fire station) and the representative of the RSPB to inform of the proposals for the tree removal on phase 2 land and the revised Arboricultural Impact Assessment and proposed mitigation strategy.

Any comments received will be reported in the Supplementary Agenda.

### **Consultations**

**Traffic Section** - No objection subject to conditions.

**Borough Engineer - Drainage Section** - No objection subject to condition and informatives.

**Environmental Health - Air Quality and Contaminated Land** - No objection subject to conditions.

**Environmental Health - Pollution Control** - No comments received.

**Environmental Health - Commercial Section** - No comments received.

**Public Rights of Way Officer** - See highway's response

**Waste Management** - No comments received.

**Environment Agency** - No objection to the flood risk aspects for the Chamberhall site.

**Greater Manchester Police - designforsecurity** - No response received.

**Cadent Gas Ltd (formerly National Grid)** - No objection subject to an informative that the applicant contacts Cadent to ensure site requirements are adhered to.

**United Utilities (Water and waste)** - No objection subject to a conditions which needs to be imposed that there shall be no surface water discharge to the public sewerage system either directly or indirectly as a planning condition.

**Electricity North West Ltd** - No response received. An informative would be included to advise the applicant to contact ENW to ensure site requirements are adhered to.

**The Coal Authority** - No objection subject to an informative to the applicant to report any coal mining features encountered during development.

**Fire Protection Dept Bury Fire Station (Part B)** - No objection in principle subject to the provision of fire hydrants on the site.

**Greater Manchester Ecology Unit** - No objection subject to conditions and informatives relating to all ecological issues on site.

**G M Archaeological Advisory Service** - No objection subject to a condition to submit a Written Scheme of Investigation for a programme of archaeological works to be carried out on site .

**Transport for Greater Manchester** - No objection subject to conditions and the mitigation measures required by the development to be subject to a legal agreement of obligations by the Applicant.

Agreement of conditions - The LPA is still in dialogue with the applicant and any updates will be reported in the supplementary agenda.

### **Unitary Development Plan and Policies**

EN3	Archaeology
EC1	Employment Land Provision
EC1/2	Land Suitable for Business (B1)
EC1/3	Land Suitable for Business (B1)
EC6	New Business, Industrial and Commercial Development
EC6/1	New Business, Industrial and Commercial
EN1/11	Public Utility Infrastructure
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN3/1	Impact of Development on Archaeological Sites
EN3/2	Development Affecting Archaeological Sites
EN5	Flood Protection and Defence
EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/3	Water Pollution
EN7/4	Groundwater Protection
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
EN9	Landscape
EN10/2	Riverside and Canalside Improvement in Urban Areas
RT4/3	Visitor Accommodation

S1	Existing Shopping Centres
S1/1	Shopping in Bury Town Centre
S2/1	All New Retail Proposals: Assessment Criteria
S3	New Retail Dev and Env Improvements
S4	New Retail Dev outside Town and District Centres
HT1	A Balanced Transportation Strategy
HT2	Highway Network
HT2/1	The Strategic Route Network
HT2/2	Improvements to the Strategic Route Network
HT2/4	Car Parking and New Development
HT4	New Development
HT5	Accessibility For Those With Special Needs
HT5/1	Access For Those with Special Needs
HT6	Pedestrians and Cyclists
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
HT6/3	Cycle Routes
CF1/1	Location of New Community Facilities
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
SPD3	DC Policy Guidance Note 3: Planning Out Crime
SPD11	Parking Standards in Bury
SPD12	Travel Plans in Bury
NPPF	National Planning Policy Framework

## **Issues and Analysis**

### **POLICY PRINCIPLE**

The Chamberhall site is allocated as an Opportunity Site under Policies EC1/3 and RT4/3 of the adopted Bury UDP and identified as being suitable for business (B1), offices and hotel/conference facilities. UDP Policy EC1/3 specifies that development for other business and industrial uses will only be permitted in exceptional circumstances and in accordance with other policies and proposals of the Plan.

Whilst the range of uses proposed under this application is significantly broader than the uses for which the site is allocated in the Unitary Development Plan, the NPPF (July 2018) is a material consideration which should be taken into account in dealing with applications. Paragraph 213 of the NPPF states that due weight should be given to existing local planning policies according to degree of consistency with the NPPF (Para. 213).

In this respect, paragraph 120 of the NPPF states that where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan the site should either be reallocated for a more deliverable use when updating the plan or, in the interim, support applications for alternative uses where the proposed use would contribute to meeting an unmet need for development in the area.

The site has been allocated for office and hotel/conference uses since the adoption of the UDP in 1997 and whilst the site was not realistically available until the provision of a new access into the site, it has, nonetheless, been allocated for these uses for a significant period of time. Furthermore, it is accepted that there is a limited market for developing speculative office development in Bury at the present time and that there would be little prospect of the site being developed for predominantly office development for the foreseeable future. Consequently, it is reasonable to consider the site for uses other than those for which the site is allocated.

Furthermore, the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80).



Whilst the proposal is for a wider range of use than allocated in the UDP, it is an employment-led development with a significant amount of floorspace proposed for business (B1), general industrial (B2) and warehousing (B8) uses under Phase 1 with further employment floorspace proposed in outline under Phases 1a and 2.

The outline proposals under Phase 2 include a wider range of uses within Use Classes A1 (retail), A3 (restaurant/café), A4 (drinking establishments), A5 (hot food take-away), B1, B2, B8, C1 (hotel), D1 (crèche) and D2 (gym).

The retail, restaurant, drinking establishment, office, hotel and gym uses are defined in the NPPF as 'main town centre uses' and the Chamberhall site is not within a designated town centre. Paragraph 86 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Paragraph 87 goes on to state that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

The applicant has undertaken a sequential assessment to consider whether there are any suitable and available town centre sites capable of accommodating the main town centre uses proposed under Phase 2. This assessment concludes that there are no suitable town centre sites. This assessment is considered to be robust and it is accepted that there are no reasonable alternative town centre sites capable of accommodating the main town centre uses proposed as part of this application.

It should be noted that negotiations with the applicant have secured floorspace parameters to ensure that this phase includes the delivery of new employment space (through the imposition of minimum requirements for 4,645 sq.m. of B1 office floorspace and potential for 6,500 sq.m. of flexible B1/B2/B8 space) and that the A1, A3, A4, A5, D1 and D2 uses are of a scale that is strictly ancillary to the wider employment uses across the site as a whole (through the imposition of maximum floorspace thresholds). The hotel element (Use Class C1) of this phase is consistent with the site's UDP allocation.

In conclusion, it is considered unlikely that the site would come forward for largely office-led development in the foreseeable future and that, in the context of the NPPF, the site should be considered for alternative, deliverable uses. The main focus of the development remains employment-led (B1/B2/B8) and the other uses proposed are considered to be of an ancillary scale that would largely support the wider business park. In terms of the main town centre uses proposed, there are not considered to be any suitable alternative town centre sites capable of accommodating the proposed development.

In policy terms therefore the proposal is, on balance, considered suitable in principle.

## **MATTERS RELATING TO PROPOSED GROUND WORKS - CUT AND FILL WORKS TO PHASE 1 AND PHASE 2**

To create a development platform on phase 1, the removal of a substantial amount of earth on this part of the site would be required. The Applicant has stated that to remove the earth from the site would generate significant costs to the developer, and as phase 2 would require additional earth to create a level platform on this area of land, the applicant states that the sensible and economically viable approach would be to re-distribute the earth from phase 1 land to phase 2 land as part of the full planning permission. This would avoid the need to remove the earth from the site and transfer it back to the site at a later date.

In their justification for the site clearance of phase 2 land, the applicant states that the works are critical to the delivery and viability of the development. The 'cut and fill' exercise would avoid significant additional costs, time delays and transport movements. This solution would also allow the phase 2 site to be prepared as a readily developable plot, making it more attractive for future investors/occupiers/developers in the future.

However, the cut and fill works proposed on the site would require an extensive amount of tree removal on the Phase 2 land. Many of the trees are either Category A or B and are classed as being of high quality value. Two trees were recorded as veterans, a term used to describe trees of exceptional biodiversity, cultural or heritage value due to their age, size and condition. Veteran trees often provide a range of rich but scarce habitats supporting may rare and endangered species, and are an irreplaceable part of the landscape and biological heritage.

The cut and fill works and resultant extensive tree removal were not part of the originally submitted planning application. As there would now be a significantly greater net loss of biodiversity on the site, the applicant has suggested on site ecological enhancements and along the river bank and off site replacement tree planting to address the loss of trees at Chamberhall.

The applicant proposes a contribution of £30,000 which has been calculated as the cost for the number of replacement trees which would be required. The cost was calculated using SPONS 27th edition (standard methodology) and was based on the same type of planting, location etc and assumed 1.3 hectares of area of site which was calculated at approximately between £9,961 and £12,949. The applicant states that the £30,000 contribution proposed includes a contingency for any unforeseen costs.

The mitigation is proposed in 4 parts:

- Landscaping within the Phase 1 site as identified on the Landscape Masterplan;
- Enhancements and planting within the river corridor adjacent to the site;
- Landscaping in Phase 2, including landscaping around the lake, which will be dealt with at reserved matters stage;
- An off-site contribution of £30,000 towards tree planting in the Borough or a defined geographical area.

In terms of planing policy principles, Section 15, paragraph 175 of the NPPF sets out the principles LPA's should apply when determining planning applications. If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, the planning permission should be refused. Development resulting in the loss or deterioration of irreplaceable habitats, such as ancient woodland or veteran trees, should be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists.

Paragraph 56 of the NPPF states that Planning Obligations must only be sought where they meet all the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development;
- fairly and reasonably related in scale and kind to the development.

The consideration is therefore:

Are the off-site proposals, together with the proposed on-site ecological enhancements acceptable to mitigate for the loss of trees at the Chamberhall site?

GMEU have been consulted on the off site proposals for tree mitigation and their response will be reported in the supplementary agenda.

In terms of Phase 1 of the development, a significant buffer has been set aside as part of phase 1 and GMEU are satisfied that sufficient land would be available around the perimeter primarily along the river to provide adequate mitigation for the loss of the broadleaved plantation on this part of the site, dependant on the quality of the mitigation and enhancement proposed. GMEU sought clarification of this and the applicant has supplied additional information in a revised Arboricultural Assessment which in their view would negate the need for a detailed condition.

Whilst the document provides GMEU with more confidence that mitigation would be provided, it only covers mitigation for the loss of trees and does not cover wider biodiversity issues such as loss of bird nesting habitat and enhancement of the ground layer, monitoring and management schedules. Whilst accepting that some detail has been provided, there is still level of detail require to make the development acceptable. As such, GMEU recommend a condition that a Biodiversity Mitigation and Enhancement Plan and a Landscape and Environmental Management Plan be provided.

Regarding the on-site mitigation for phase 2, GMEU recommend a condition that a landscape plan be submitted to include the buffering and enhancement of Chamber Hall Lake, enhancement measures for the common toad, provision of bat and bird boxes and the maintenance and enhanced bat connectivity between the Lake and the River Irwell.

GMEU advise that the other specific issues that should be conditioned are protection and retention of the two trees identified as veteran - the alder, T7 should not be at risk as it is located within the riverside strip. T14, the white willow is part of phase 2.

From the perspective of no net loss of biodiversity, and to be in accordance with paragraph 175 of the NPPF, in principle, off site mitigation to compensate for and adequately mitigate for habitat that would be lost could be acceptable, particularly if coupled with on-site mitigation to Chamberhall lake and mitigating for loss of linear features linking the lake to the River Irwell which would still be required.

Details of this will need to be secured through the completion of a legal agreement.

An informative would be included to advise the applicant to contact the Forestry Commission with regards to obtaining a license for the tree removal at Chamberhall.

## **MATTERS RELATING TO HIGHWAYS IMPACTS**

### **Response from Transport for Greater Manchester (TfGM)**

A Transport Assessment (TA) has been submitted with the application which examines the potential traffic and transport impacts of the development on the local highway network. Traffic surveys have been carried out and a forecast made of the number of trips which would likely be generated as a result of the development. It was concluded that for business uses such as general industry and storage and distribution, there would not be a material impact on the operation of the local highway network, and this was similarly the conclusion when the mixed uses proposed as part of phase 2 were added into the assessment and modelling.

TfGM have reviewed the highway's section of the TA and examined the potential traffic and transport impacts of the proposed development on the local highway network.

The highway network in the area can get extremely congested especially at rush hour times with queues backing to Bolton Road and Peel Way from Crostons road in particular resulting in high levels of delay and congestion on Bury Bridge.

TfGM UTC (Urban Traffic Control) have no objection in principle to the proposals, but have requested that measures are introduced to mitigate the effects of the development and to ensure the junction to Chamberhall would operate effectively. A SCOOT loop would therefore be provided on the right turn lane on Peel Way into Harvard Road and the SCOOT

network updated to reflect this. TfGM UTC also recommend that a CCTV camera be provided at the junction so that traffic at the junction can be monitored and interventions made as required.

The scope of works and financial contribution required, including contingency funds have been agreed between the Applicant and TfGM and would form a part of the legal agreement.

TfGM have also commented on the potentials to better utilise pedestrian and cycle connectivity to the town centre.

Site observations have confirmed that the footways along Castlecroft Road are substandard and not all accesses have flush kerbs or tactile paving. Given the TA refers to the promotion of active travel, it is recommended that footways are upgraded to a suitable standard due to the predicted increase in footfall from the proposed building uses. Other options include widening the existing footway and the creation of a shared use cycle/footway.

The site is connected to the town centre by a pedestrian footpath which runs along Castlecroft Road and under the Peel Way by-pass, leading to links with public transport and the metro and bus stations in the town centre. In line with TfGM recommendations, measures to improve pedestrian connectivity to the town would be facilitated by dropped crossings and tactile paving which would be secured within a legal agreement with the applicant.

Cycling to and from the site would also be encouraged and cycle shelters provided within the phase 1 area.

TfGM also stress the importance of influencing travel patterns at the beginning of occupation of a development and are therefore encouraged to see the application accompanied by a Framework Travel Plan. If the Travel Plan is to be successful, it will be dependant on establishing a culture of sustainable travel behaviour at the outset and its success would also depend on effective delivery and commitment from the occupiers.

The recommendation by TfGM to develop and implement a Travel Plan tailored to take advantages of opportunities and encourage employees and visitors to use sustainable modes of transport would also be incorporated within a condition of an approval.

Subject to the above recommended conditions and legal agreements, TfGM have raised no objection in principle to the proposed development.

## **MATTERS RELATING TO THE SITE LAYOUT, DESIGN AND APPEARANCE, PARKING AND ACCESS**

The site would be split into two areas with phase 1 located furthestmost north within Chamberhall and phase 2 to the south, separated by Magdalene Road. Phase 1a is a narrower strip of land and this is located along the western boundary and runs parallel with the River Irwell.

The phase 1 element of the scheme is proposed in full detail, and would provide 12,317 sqm of B1, B2 and B8 floorspace accommodated within 5 blocks of 14 units in total. The breakdown of the blocks are as follows:

Block A - 2 x 696 sqm  
Block B - 4 x 1,022 sqm  
Block C - 4 x 232 sqm and 2 x 464 sqm  
Block D - 1 x 2,350 sqm  
Block E - 1 x 1,792 sqm

Dedicated parking would be provided adjacent to each individual unit and there would be shared refuse areas and cycle store provision within the site.

## **Phase 1**

### Design and appearance of buildings in phase 1

The aspiration for the site has always been to deliver a high quality and well designed development. Phase 1 proposes 14 units set within 5 blocks.

Blocks A and C would be positioned along the south and western boundary of the site respectively, to provide an interface with roads and present a strong active frontage when approaching the site.

The elevations of these 2 blocks would have sleek and modern frontages, comprising white and black brick elevations and wood effect cladding, with glazing and feature cladding to accentuate the entrances on the front facade. The lesser visible elevation at the rear would have metal profile grey cladding with roller shutter access doors on the rear.

Block B located to the east would be clad in grey and white with glazed entrances and dark grey clad surrounds. Service/vehicular access to the building via roller shutters would also be provided from this frontage and would face onto the servicing area.

Blocks D and E would be similarly clad, but the majority of the elevations of dark grey cladding to add contrast to the site. Feature entrances would be provided by full length glazing.

The units would offer modern and contemporary commercial accommodation to deliver a high quality scheme which is considered to be acceptable and appropriate for the vision anticipated for the business park.

Boundary treatment - A 2.4m high paladin fence would be erected around the boundary of the phase 1 site. This type of fence is typically found on developments of a commercial and business nature and form part of the boundary treatment at the nearby LGC building. As a mesh type, the fencing allows development to be 'seen' whilst providing a safe and secure environment, and as such is considered to be acceptable.

Soft low level landscaping would be located along the south and western boundaries of phase 1, and footpaths, parking and servicing roads of assorted surfacing would demarcate out accessible areas for the different users.

### Access to phase 1

The site has been partly developed with a network of access roads which were constructed to facilitate the development for the police headquarters, fire station and LGC. The access to phase 1 currently stops short of the site at the turning head at the junction with Harvard Road and Magdalene Road. It is proposed to extend Harvard Road along the western boundary of the site which would lead directly to the upper end of phase 1 and the servicing and manoeuvring areas which would serve each of the units. Two other access points to phase 1 would be derived from Magdalene Road and from the extension to Harvard Road to serve parking areas for blocks A and C.

### Parking assessment for phase 1

SPD11 - Parking Standards in Bury provides guidance on the amount of parking which should be provided for different types of development, acknowledging that provision should be appropriate to the scale, nature, location and users of a development. The standards are recommended as maximums.

Phase 1 would comprise 14 units for up to 12,317 sqm. For B1 (business), 1 space per 40 sqm, B2 (general industry) 1 space per 60 sqm and B8 (storage or distribution) 1 per 100

sqm is advised. The development could potentially generate the need for a maximum of 287 spaces at the top end and 114 spaces at the lower end, depending on the type of occupier.

The application proposes 164 spaces.

At this stage, occupation and use of the units in phase 1 is unknown, and could comprise a different combination of the 'B' uses thereby requiring different levels of parking. Whilst acknowledging this, the applicant states that the character of the units proposed are set in an industrial estate layout with the assumption that the majority of the occupiers would be within Class B2 and B8. It is therefore concluded that parking would more likely be at the lower end and 164 spaces would adequately fall within their requirements and be policy compliant.

The applicant states that it is in their interests to ensure that each unit and its future occupiers would be adequately provided for and they would not want to lose a potential occupier due to insufficient parking provision.

However, as occupation of the units is unknown, there is always the possibility that demands for parking on the phase 1 site could be higher than anticipated or as stated by the applicant and there is the concern that the streets surrounding the site would be used for on street parking. It is therefore considered prudent to have a fallback position should the need for more parking arise and a strategy be put in place for each phasing of the development. As such, a condition would be recommended that the parking situation be monitored and appraised and that an overflow parking strategy be submitted and to be implemented should the need arise.

It is also proposed to improve pedestrian and cycle connectivity (discussed above), and the prepare and implement a robust Travel Plan, (discussed above).

As such, it is considered that with suitable conditions, the proposed parking for phase 1 would be acceptable.

### **Phases 1a and 2**

These phases are being brought forward as an outline application with all matters reserved apart from access.

#### Access to phase 1

Phase 1a would be served from a single access into the site off Harvard Road.

#### Access to phase 2

This is proposed from 4 points, 3 off Harvard Road and one into the northern section off Dunster Road.

The Highway Section have no objections in principle to the accesses proposed into each area of the site.

In terms of adoption, the applicant at this time, has stated that it is not the intention to seek adoption of the road at any stage.

## **ALL OTHER MATTERS RELATING TO THE SITE**

### **Ecological issues**

Ecological constraints associated with the development include bat commuting and foraging habitat, nesting birds, invasive species, proximity to the River Irwell and mitigation for loss of plantation woodland and large areas of low ecological value grassland. Otter and kingfisher are also present in the general area.

The application has been submitted with supporting Ecological and Arboricultural reports

and GMEU have been consulted. There are no objections raised to the principle of the development proposed for Phase 1 and it is considered that any mitigation measures or works which would be required could be covered by a condition or informatives.

GMEU's response to all matters ecologically related are summarised as follows:

#### Bat roosts

Phase 1 - One tree was identified as having bat roost potential which is still to be retained and no further information is required. It should be noted that the REC bat report would no longer be valid by the time the trees are felled (dated March 2016). A condition is therefore recommended that a reassessment be carried out if tree removal is delayed beyond April 2019.

Phase 2 - One tree with bat roosting potential was identified in phase 2. At the time of original comments from GMEU, it was not clear whether this would be retained or lost. It is now clear that the tree would be lost as part of the cut and fill now proposed. Further measures have been confirmed as being required for this tree. The ecological report recommends soft felling of this tree if removal was required, i.e. take down in pieces with a check of any crevices or holes prior to works. GMEU are satisfied this approach would be adequate to prevent negative impacts on bats and recommend that a condition be applied for the submission of details of the soft felling methodology.

GMEU again note that the bat report would no longer be valid by the time the trees are felled and the report suggests that only the trees previously regarded as at risk would need to be reassessed. However, whilst there may only be low risk now, there is a potential for risk to develop over time, especially since more than 2 years have passed since the initial assessment, and more so when clearance eventually commences. GMEU therefore advise that all mature trees should at least be briefly checked for any obvious changes in circumstances, hence the recommendation for an updated bat roost assessment.

Given the time which has lapsed between the survey being carried out and the likelihood of the commencement of the clearance, GMEU recommend a resurvey of trees be carried out as part of a reserved matters application.

#### Bat foraging and commuting

In terms of phase 1, the site was identified as being high value for foraging and commuting bats, primarily along the river and also following the edges of woodland around the site. The woodland along the River Irwell and Gordon Street would be retained and planting along these boundaries would be strengthened as part of the phase 1 planting proposals which is supported. The main issue therefore identified is potential negative impacts from external lighting sources.

A condition to provide a lighting design strategy for the street and external lighting will therefore be required.

In terms of Phase 2, at the time of initial comments received by GMEU, it was unclear which trees would be retained and which would be removed. It is now clear that virtually no trees would be retained within the phase 2 site and there is therefore likely to be a negative impact on bat foraging and commuting habitats as part of the phase 2 development.

Given the scale of the impact and the availability of alternative foraging and feeding habitat in the locality and that primarily common pipistrelle were recorded, GMEU conclude that the level of impact would not be significant in terms of the conservation status of the species. Mitigation is however warranted as part of phase 2 reserved matters application by the creation of a new linear landscape feature linking the river and Gordon Street plantation to the lake and sensitive lighting so as not to isolate the lake as foraging habitat. GMEU therefore recommend a condition for mitigation for the loss of linear landscape features and a lighting design strategy.

Otter - Otter are known to frequent the River Irwell with records just downstream. The site was assessed as low risk and negative impacts on this species is considered low. However, as they can explore away from the river an informative is recommended to remind the applicant of their responsibilities under the Habitat Regulations.

Kingfisher - Kingfisher are present on the River Irwell protected under schedule 1 of the Wildlife and Countryside act 1981 as amended). However, no habitat of importance to this species would be impacted upon and no further measures or information would be required.

Other protected species - All other species have been screened out as constraints and there is no disagreement from GMEU to this conclusion.

Priority Species - Common toad was recorded on the site and assumed to be breeding in Chamber Hall lake. The only other priority species (excluding birds) noted was hedgehog.

A Toad RAM (Reasonable Avoidance Measures) Statement has been provided and the sections of the report relevant to phase 1 can be conditioned as part of a permission. Hedgehogs are also covered in this statement. The toad RAM statement is equally applicable to the full application as the applicant has now determined that cut and fill would be applied to the phase 2 site. A condition is also recommended that the development be carried out in accordance with the RAM.

Nesting birds - Both Phase 1 and 2 will result in the loss of potential bird nesting habitat. All birds nests and eggs are protected by Section 1 of the Wildlife and Countryside Act 19081, as amended. A condition is therefore recommended for both phase 1 and phase 2 works that no works to trees or shrubs shall take place unless a detailed bird nest survey has been carried out and submitted to the Local Planning Authority for approval.

Invasive species - Himalayan balsam had been recorded as abundant across the site and GMEU queried whether Japanese knotweed was still present. It has been confirmed that whilst present along the river, knotweed within the footprint of the site had been eradicated, and an invasive species management plan has since been provided.

The proposed method statements for controlling the invasive species is largely accepted but timings of the control would be required. Conditions are proposed for both phases of the development with regard to the timing of control measures for the eradication/control/avoidance measures for invasive species.

Proximity to the River Irwell - This applies primarily to the phase 1 site though the outfall from Chamber Hall does connect to the River Irwell, therefore there is the potential for direct impacts as part of phase 2.

The EU Water Framework Directive requires environmental objectives be set for all surface and ground waters to enable them to achieve good status or potential for heavily modified water bodies by a defined date. One objective is to prevent further deterioration which can include changes to flow pattern, width and depth of channel, sediment availability/transport and ecology and biology.

The development has the potential for negative impacts resulting primarily from pollution from the site during and post construction as no physical impacts are proposed. The River Irwell is also designated as a Wildlife Corridor under UDP Policy EN6/4. The development boundary follows the boundary of the wildlife corridor.

Construction phase - A water framework assessment has been provided that regards the risk of negative impacts during construction as low if the woodland buffer is retained as this would provide a significant barrier to any pollution run-off, dust and debris from the site. This assessment is accepted. GMEU recommend that in relation to the full application a condition is included requiring the submission of a method statement to protect the River



Irwell from accidental spillages via existing drainage be submitted prior to the commencement of development.

Post development - GMEU are satisfied there would be no negative impacts post development or measures required from an ecological perspective, and no conditions are recommended, though accept that comments from the EA may be more detailed.

**Flood Risk** - A revised Flood Risk Assessment (FRA) has been submitted and the EA have confirmed that the issues which have been raised have been satisfactorily addressed and their original objection is withdrawn.

The FRA identifies that there is some fluvial risk to phase 1a and flood storage will need to be retained on this plot at the detailed design stage. With regard to the flood risk aspect for the Chamberhall site, the principles outlined in the revised FRA would be acceptable subject to conditions.

The EA supports the ecological consultants recommendation to retain a 15-20m buffer zone to protect and enhance the main ecological network and key green infrastructure asset of riparian site. The mitigation proposed at the Chamberhall site should take on board the FRA recommendations in regard to flood compensation provision requirements and avoid landscaping proposals that create continuous trees/shrub planting along the corridor and create wide gaps in the new planting to allow continued pedestrian and maintenance access to the river.

As such, it is considered that flood risk would be satisfactorily addressed by the information submitted and conditions of an approval. and would be compliant with section 15 of the NPPF.

**Drainage** - A Drainage Strategy has been submitted with the application and the LPA's Drainage Engineer and United Utilities have been consulted.

There is no objection in principle to the proposed drainage strategy for the site. However, part of the site is to be drained via an existing culvert outfalling to the River Irwell. The Drainage Engineer therefore requires that investigation works including a condition survey be submitted before any construction works commence. Should any further surveys or works be required as a result of these investigations, this can be factored into a timetable to be agreed with the applicant at a later date.

**United Utilities** - There is no objection to the principle of the proposed development, subject to a condition to state that no surface water shall discharge to the public sewerage system either directly or indirectly.

### **Environmental Health - Air Quality and Contaminated Land**

**Air quality** - An air quality assessment report has been submitted with the application. The EH Section have been consulted and reviewed the information to assess the following points - The adequacy of the construction phase assessment and the adequacy of the operational phase assessment.

Construction phase - The adequacy of the construction phase assessment and mitigation for the construction phase are considered acceptable.

Operational phase - The Government's latest plan 'UK Plan for tackling Roadside NO2' identifies Bury as an area having one or more roads with concentrations of NO2 above statutory limits, and is required to address these exceeding. One such road identified is Bolton Road which is adjacent to the proposed development, and levels of NO2 consistently exceed the set objectives. Therefore, the EH Section would require mitigation measures to be installed prior to occupation of the development.

The application does not propose any mitigation measures for the operational phase. This is

not accepted as it remains important that the proposed development incorporates good design principles and best practice as outlined in IAQM and EPUK Guidance, to ensure emissions are minimised.

The EH Section therefore recommend a condition that prior to the occupation of the development, the applicant shall provide a rapid charge EV charging point for every 1000sqm of commercial floorspace.

The applicant has since confirmed that 1 electric car charging point would be provided per unit, which would equate to 15, and therefore exceed the requirement for 1,000 sqm as recommended.

**Contaminated land** - The site is currently in use as public open space. Surrounding current land uses include industrial, commercial and retail sites and areas of residential use. Previous land uses at and adjacent to the site have included a bleach works, chemical works, print works, hat works, cotton mills, infilled reservoirs.

The site lies within 250 metres of one landfill site, known as Woodfields, Bury. The River Irwell flows along the western and northern boundary of the site and a large pond is present in the central area of the site. The site lies above River Terrace Deposits (sand and gravel) and the Lower Coal Measures Formation Secondary A Aquifer. The site is within 250m of one historical landfill site known as Woodfields. The landfill site is situated 135m to the east.

It is understood that the proposed development comprises a full application for 5 buildings for commercial end use including engineering works for Phase 1a and engineering works comprising site preparation for Phase 2, and an outline application for commercial and leisure buildings for Phase 2.

A Phase 1 Desk Study and Preliminary Risk Assessment Report and Site Investigation Report has been received and commented on by the EH Section.

In line with the National Planning Policy Framework, there is the potential for contamination on this site therefore it is recommended that contaminated land conditions for further site investigation, detailed risk assessment and remediation strategy are placed on any grant of permission. A remediation strategy, site verification report and ground gas protection measures will also be required for submission and approval.

**Noise** - A Noise Report has been submitted with the application. A detailed assessment of noise emissions from the site was not feasible at this stage as the specific nature of use and type of plant associated with each unit are unknown. However, an assessment of noise emission from typical delivery activities which are considered representative of typical worse case operations at B8 facilities suggests that the proposed noise rating level would be achievable at both day and night time.

Plant noise could be controlled through standard mitigation measures and therefore considered that plant noise could be controlled to meet the proposed limits at the proposed receptors.

Providing that noise emissions from the development are controlled, the Report identifies that there should be no residual impacts as a result of the development and therefore suggested that noise is not considered a determining factor for the scheme.

It is therefore recommended that noise emissions are controlled through a planning condition.

**Greater Manchester Fire and Rescue Service** - Have requested fire hydrants which should be incorporated as part of UU's plans in regard to the installation of new pipework. An informative would be included to advise the applicant to contact GMF&RS and UU to agree suitable locations for the fire hydrants.

**Cadent - National Grid** - Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaver) in the land which restricts activity in proximity to cadent assets in private land. It is for the Applicant to ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

The Applicant will be required to contact Cadent's Plant Protection Team to see if any protection measures would be required and this would be advised by way of an informative to the Applicant.

**Coal Authority** - The application site falls within the defined Development High Risk Area and therefore within the site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of the application.

The Coal Authority records indicate that a mine entry is present within the site but hold no details of any treatment of this coal mining related feature. Information also indicates the presence of recorded and probable underground coal mine workings beneath the site at shallow depth.

The applicant has submitted a further Technical Note (31 October 2018, prepared by Atkins) in support of their planning application which provides additional information not previously disclosed regarding several phases of investigation which have taken place to locate the mine entry. These included excavations and trial trenching covering the potential departure distance for the shaft which ultimately did not encounter any evidence of the shaft. The Technical Note considers that the risk posed by a potential collapse of the mine shaft to be low and that the shaft would not present a constraint to built development in the position currently proposed. On the basis of the results of the boreholes and in light of geological information, the report considers the site to be at low risk from shallow coal mining legacy and no further remedial or mitigatory measures are proposed in this regard.

The Coal Authority considers that the content and conclusions of the Geo-environmental Risk Assessment Report as supplemented by the subsequent Technical Note are sufficient for the purposes of the planning system and meet the requirements of the NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development. However, further more detailed considerations of ground conditions, foundation design and gas protection measures may be required as part of any subsequent building regulations application.

An informative is therefore recommended to advise the applicant that the proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority.

**Archaeology** - An Archaeological Desk-Based Assessment has been submitted with the application prepared by Allen Archaeology in August 2016. The report draws together a range of historical documentary, cartographic and index information including the results of a search of the Historic Environment Record. GMAAS accepts the report as fulfilling the requirements as set out in para 189 of the NPPF.

The report recognises that the expansion of Bury from the post-medieval period onwards saw industries with significant reservoirs established in both the north and south of the development. However, to the southwest, north and east of the development area, significant industrial sites including cotton mills, tanneries and bleaching works develop, and the current site saw bleach works develop along the western edge of the northern part of the site. The former bleach works and its buildings were located within the area designated for the phase 2 part of the site, where it is proposed to undertake engineering works comprising site preparation works.

GMAAS considers the proposals for the site and for phase 2 in particular as posing a threat to the survival of any below ground archaeological heritage assets that may survive below ground. At the same time, GMAAS accept that these remains are most unlikely to constitute 'nationally important remains' worthy of physical preservation. It is considered that any remains would be considered to be of local and/or regional significance. As such, GMAAS is prepared to accept that any archaeological intervention could be done by condition.

GMAAS therefore recommend that a condition be attached to any consent granted, requiring that a programme of archaeological work be undertaken in accordance with a Written Scheme of Investigation which shall be submitted for approval. The programme of works should be undertaken by a suitably qualified archaeological contractor and GMAAS would monitor the implementation of the programme of works.

This would be in accordance with para 199 of the NPPF, to record and advance the understanding of the significance of the historic assets to be lost in a manner proportionate to their importance and the impact, and to make this publicly accessible.

### **Planning Obligations**

#### SCOOT and traffic monitoring

Measures to mitigate the impact of the development on the local highway network are proposed. This will comprise a SCOOT loop on the right turn on Peel way into Harvard road and that the SCOOT network is updated to reflect this change. TfGM have confirmed that the and agreed the scope of works would comprise:

CCTV - £35,000

SCOOT revalidation - £9,000

Extra SCOOT loops - £40,000

Amend signal staging at the Harvard Road signals - £1,000

Contingency - £10,000

TOTAL - £95,000

#### Pedestrian Connectivity

Measures are proposed to improve pedestrian connectivity between the site and Bury Town Centre by the provision of dropped crossings and tactile paving at 6 crossing points. The cost of these works would be £18,000 to £24,000.

This has been agreed with TfGM.

Phase 2 - Arboricultural Mitigation - A contribution of £30,000 to off-site tree replacement planting is proposed.

Details of which would be finalised in a legal Agreement.

### **Response to comments received from RSPB**

GMEU have recommended a robust set of conditions to address all ecological issues on the Chamberhall site, and to include off site mitigation, and which has been addressed in detail in the above report.

The Applicant has advised that bird boxes would be provided on the buildings as an alternative.

**Recommendation:** Minded to Approve

### **Conditions/ Reasons**

1. **CONDITIONS IN RELATION TO ALL PARTS OF THE PLANNING**

## APPLICATION SITE

2. The development shall provide one rapid charge EV charging point for every 1000sqm of commercial floorspace and thereafter maintained.  
Reason. In accordance with paragraph 35 and 124 of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

This condition can be satisfied in Phases.

3. No development shall commence unless and until:-
  - a) A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
  - b) Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
  - c) Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

This condition can be satisfied in Phases.

4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.  
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

This condition can be satisfied in Phases.

5. Following the provisions of Condition 3 of this planning permission, where ground gas remediation / protection measures are required, the approved Remediation Strategy must be carried out to the written satisfaction of the Local Planning Authority within approved timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.  
Reason. To alleviate any possible risk associated with the production of landfill gas and ground gas in accordance with the recommendations of the Environment Agency and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

This condition can be satisfied in Phases.

6. If during works on site, excess or waste soil material is removed from site, details of where and how the soil material was disposed of, including copies of waste transfer documentation, shall be submitted to the Local planning Authority for

approval.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to the NPPF.

7. No surface water shall discharge to the public sewerage system either directly or indirectly.

Reason. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

8. The development hereby approved shall be carried out in accordance with the Drainage Strategy, dated November 2018. As part of the site is to be drained via an existing culvert outfalling to the River Irwell, investigation works, including a condition survey, shall be undertaken prior to the construction of the development hereby approved and the findings submitted to the Local Planning Authority for approval. Should any further investigations, surveys or works be required to be carried out, the details shall be submitted to the Local Planning Authority and the approved works implemented to an agreed timetable. Exceedance calculations and associated flow paths should also be provided up to 100 year + 70%, and approved by the Local Planning Authority prior to the commencement of any construction works hereby approved.

The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

This condition can be satisfied in phases.

9. No development ground works, engineering or site preparation works involving below ground disturbance, apart from tree and vegetation clearance, shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the Local Planning Authority. The WSI shall cover the following:

1. A phased programme of archaeological fieldwork to include,
  - a programme of archaeological evaluation trenching
  - (dependent upon the evaluation) targeted open area excavation
2. A programme for post investigation assessment to include,
  - analysis of the site investigation records and finds
  - production of a final report
3. Provision for publication and dissemination of the analysis and report on the site investigation.
4. Provision for archive deposition of the report, finds and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

The programme of works shall be undertaken by a suitably qualified archaeological contractor and GMAAS shall monitor the implementation of the programme of work on behalf of the Local Planning Authority.

Reason. To record and advance the understanding of the significance of the historic assets remains, pursuant to policies EN3/1 – Impact of Development on Archaeological Sites, EN3/2 – Development Affecting Archaeological Sites and

10. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been approved by the Local Planning Authority

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

11. This decision relates to drawings numbered -

P4301\_1101 E; 1102 E; 1200 N; 1201 M; 1202 K; 1209 L; 1210 L; 1214 L; 1215 N; 1216 D; 1217 B;  
1250 B; 1252 B; 1253 C; 1255 C; 1256 B; 1258 A; 1259 D; 1260 B; 1261 C; 1262 E; 1263 C; 1264 D; 1351 B; 1352 D; 1353 B; 1354 C; 1355 D; 1401 B; 1402 B; 1403 B; 1404 B; 1405 B;

Cut and fill methodology 16432-RLL-18-XX-DR-C-208 P01; Cut and fill phase 1 16432-RLL-17-XX-DR-C-202 P03; Proposed construction specification phase 1 16432-RLL-18-XX-DR-C - 206 P04

Air quality Assessment by WSP document 70025864; Revised Arboricultural Impact assessment by The Environment Partnership document 5862.005 Version 7; Common Toad Reasonable Avoidance Measures Method Statement (RAMMS) by The Environment Partnership document 6694.004; Bat Activity Survey by The Environment Partnership document D6694.004; Crime Impact assessment document 2016/0933/CIS/01 Version C; Drainage Strategy Preparation by Atkins 5151397-DS-001; Extended Phase I Habitat and Bat activity Survey by REC document 100191P1R2; Flood Risk Assessment by Atkins 5151397/FRA/001 Rev 13; Geo-Environmental Desk Study document 5151397/GEO/RPT/001.2; Phase 2 Geo-Environmental Assessment by Atkins 5151397\_GeoEnvRep\_Phase 2; Great Crested Newt Environmental Survey by The Environment Partnership document 5862.003 Version 2; Noise impact assessment by WSP Parsons Brinckerhoff document 70026496 revision 3; Transport Assessment by Croft Transport Solutions document 1498 August 2018.

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

12. No development, other than tree and vegetation clearance shall commence unless and until a Car Parking Provision and Management Plan has been submitted to and approved in writing by the Local Planning Authority for the initial and subsequent phases of the development. The Plan shall incorporate measures for the future monitoring and review of the provision based on use classes implemented and, if subsequently required, measures to mitigate the impact any overspill parking could have the adopted and unadopted highways that abut the Chamberhall site and the proposed private industrial estate roads. The Plan and measures subsequently approved shall be implemented before the development is brought into use.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, HT2/4 - Car

Parking and New Development, and HT4 - New development.

This condition can be satisfied in phases.

13. No development, other than tree and vegetation clearance, shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority for the proposed site preparation works and each phase of the development and shall confirm/provide the following:
- Access route for construction traffic from the highway network restricted to a route from Harvard Road/Magdalene Road;
  - Hours of operation and number of vehicle movements;
  - A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
  - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
  - Parking on site of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
  - Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial, HT2 - Highway Network, HT6/2 - Pedestrian/Vehicular Conflict and EN1/2 - Townscape and Built Design.

This condition can be satisfied in phases.

14. The vehicular and pedestrian access arrangements indicated on the approved plans shall be implemented to the satisfaction of the Local Planning Authority before the development is brought into use.  
Reason. To ensure good highway design in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development.
15. There shall be no direct means of vehicular access between the site and Castlecroft Road.  
Reason. To ensure good highway design in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development.
16. The turning facilities indicated on the approved plans shall be provided before the development is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.  
Reason. To minimise the standing and turning movements of vehicles on the



highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

17. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the part of the development to which it relates hereby approved being brought into use and thereafter maintained at all times.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

18. Apart from tree and vegetation clearance, each phase of the development hereby permitted must not be commenced until such time as details of existing and proposed levels has been submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period.

Reason. To ensure the risk of flooding to the proposed development is reduced and confirm that required flood plain compensation volumes are provided pursuant to chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

19. The development hereby approved shall be carried out in accordance with the recommendations of the Noise Report by WSP report 70026496 dated July 2018 revision 3.

The noise rating level from commercial or industrial activities associated with the proposed

development, including from fixed plant or equipment, should not exceed 51 dB LAr, 1hr during

daytime periods (07:00hrs – 23:00hrs) or 48 dB LAr, 15mins at night (23:00hrs – 07:00hrs) at the

closest / worst affected residential property to the site when assessed in accordance with the

methodology outlined in BS4142:2014. Noise from the operation of the site should also not

exceed 60 dB LAFmax (free-field) at night at the façade of the closest / worst affected residential

property to the scheme.

Reason. To safeguard the amenities of the occupiers of nearby residential accommodation and other premises, pursuant to Bury Unitary development Plan policies EC6/1 - Assessing New Business, Industrial and Commercial Development and EN7/2 - Noise Pollution.

20. Prior to the commencement of any earth works, an update of the TEP Invasive Species management Plan ref 6694.001 detailing amended timing of control measures for the eradication and/or control and/or avoidance measures for himalayan balsam and japanese knotweed has been submitted to and approved by the Local Planning Authority. The approved method statement shall be adhered to and implemented in full.

Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

21. **CONDITIONS IN RELATION TO THE FULL APPLICATION OF THE PLANNING**

## APPLICATION SITE

22. Should tree removal not commence prior to April 2019, an updated bat assessment for all mature trees to be removed shall be submitted to and approved in writing by the Local Planning Authority. Any works thereafter required shall be carried out in accordance with the approved assessment and recommendations.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
23. A soft felling method statement for the tree identified as having category 2 bat roosting potential, in the already submitted Extended Phase 1 habitat and Bat Activity Survey Report, Chamberhall, Bury REC Ref 10019p1r2 section 5.5 and drawing 100191-002, in phase 1, shall be submitted to and approved by the Local Planning Authority prior to works to that tree. The approved method statement only shall thereafter be implemented.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
24. Prior to the installation of external lighting, a lighting design strategy for the street and external lighting shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:
- Identify areas/features on site that are potentially sensitive to lighting for bats;
  - Within the areas that are sensitive to lighting for bats, show how and where external lighting will be installed and through appropriate lighting contour plans demonstrate clearly that any impact on bats is negligible;
  - Specify frequency and duration of use.
- All external lighting shall be installed in accordance with agreed specifications, timings and locations set out in the strategy and maintained as agreed.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
25. The development hereby approved shall be carried out in accordance with the Common Toad Reasonable Avoidance Measures Method Statement Tep Ref 6694.004 sections 3.1 to 3.6 and 3.12 as previously submitted and approved by the Local Planning Authority.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
26. No development, site clearance, earth moving shall take place or material or machinery brought on site until a method statement to protect the River Irwell from accidental spillages via existing drainage has been submitted to and approved by the Local Planning Authority. All approved measures shall be implemented and maintained for the duration of the construction period in accordance with the approved details.  
Reason. Information not submitted at application stage. To ensure a safe and satisfactory development of the site and ensure the protection of the River Irwell from any pollutants which may cause risk, pursuant to chapter 15 - Conserving and enhancing the natural environment of the NPPF.
27. Prior to development, a Biodiversity mitigation and enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The contents of the plan shall include:

- Location of the proposed habitat and enhancement and creation
- Biodiversity objectives for the proposed habitat enhancement and creation
- Details of plants and seed mixes to be utilised
- Source of plant and seed mixes
- Location of bird boxes

The works shall be carried out strictly in accordance with the approved details and to an agreed timetable.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

28. Prior to the commencement of development, a Landscape and Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The contents of the plan shall include:
  - Full detail of any thinning works including percentage tree removal and species prioritisation for retention
  - Full Details of any underplanting including species and planting densities
  - Full details of any additional tree planting including species and planting densities.
  - An Invasive species management plan
  - Details of any underplanting with appropriate native riparian and woodland vascular plants
  - Bird and bat box provision
  - Full details of any access improvements and footpath furniture
  - An implementation schedule
  - 10 year maintenance and management plan
  - Details of organisation responsible for management

The works hereby approved shall be carried out in accordance with the approved details and to agreed timetables.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
29. Trees T7 and T14 as identified in the revised Arboricultural Report by TEP Version 7 dated 21-12-18 shall be retained. The development shall not commence unless and until the tree protection measures required by the British standard "Trees in relation to design, demolition and construction", 2012 and as amended, have been implemented and all measures required shall remain in situ until the development has been completed.
 

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
30. The development must be begun not later than three years beginning with the date of this permission.
 

Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
31. Notwithstanding the details indicated on the approved plans, no development, other than tree and vegetation clearance shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to the Local Planning Authority:
  - Dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following

- construction of the development;
- Formation of the main vehicular access to the site from Harvard Road to a specification to be agreed, incorporating the demarcation of the limits of the adopted highway, measures to prevent the discharge of water from the proposed private industrial estate roads onto the adopted highway and all associated highway and highway drainage remedial works;
- Formation of the car park access to Block A from Magdalene Road to a specification to be agreed, incorporating visibility splays at the junction with the adopted highway/back edge of the footway in accordance with the standards in Manual for Streets, the demarcation of the limits of the adopted highway, tactile paved crossing points, measures to prevent the discharge of water from the car park hardstanding onto the adopted highway and all associated highway and highway drainage remedial works;
- Revised inward opening gate position to the west of Block A to ensure that a standing articulated heavy goods vehicle can be maintained clear of the Harvard Road/Magdalene Way junction in the event that the gate is in the closed position;
- Provision of a street lighting assessment and scheme for the proposed development, the junction of the main vehicular access with the adopted highway/junction of Harvard Road with Magdalene Road and the section of Magdalene Road abutting the site and, if required as a result of the assessment, a scheme of improvements;
- White lining scheme for the proposed private industrial estate roads, tying into existing lining on Harvard Road;
- Extent of 'timber knee rail to path edge' where it abuts the existing adopted highway, incorporating foundations that do not encroach under the highway;
- Proposed 'Illuminated Signage Totem' at the junction of Harvard Road with Magdalene Road, located clear of visibility splays required in accordance with the standards in Manual for Streets.

The details subsequently approved shall be implemented to an agreed programme. The approved visibility splays shall be implemented before the development is first occupied and subsequently maintained free of obstruction above the height of 0.6m.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety. This is pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design, HT2/4 - Car Parking and New Development, HT2 - Highway Network, HT4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.

32. No development shall take place until a scheme for the provision and management of an 15 metre wide buffer zone alongside the River Irwell shall be submitted to and approved by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision.

The schemes shall include:

- plans showing the extent and layout of the buffer zone
- details of any proposed new or replacement soft landscaping, including landscape schedule largely based on native species that positively integrate with adjoining River Irwell wildlife corridor and key green infrastructure asset.
- details demonstrating how the buffer zone will be protected during

development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan

- details of any proposed footpaths, fencing, and environmentally sensitive lighting etc.
- where a flood compensatory measures (FRA, Dec 2018) are required within or directly adjoining riparian buffer, details of land re-profiling and any amended soft landscape reinstatement should be detailed
- details of any new surface water discharges to River Irwell, ensuring best practice measures are adopted to prevent water quality impacts, as recommended in WFD assessment (Riverdene, Dec 2016), and to project adjoining main ecological receptor.

Reason. To ensure that the development would not have a severe impact on the ecological value of the River Irwell pursuant to chapter 15 - Conserving and enhancing the natural environment.

33. No development until a detailed method statement for removing or the long-term management / control of Japanese knotweed & Himalayan balsam on the site shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese knotweed & Himalayan balsam during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

34. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP) for the tree and vegetation clearance works has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- Access route for vehicles associated with the tree and vegetation clearance works from the highway network, restricted to a route from Harvard Road/Magdalone Road/Dunster Road;
- Access points to all tree and vegetation clearance areas, any temporary works required to facilitate vehicular access;
- Hours of operation and number of vehicle movements;
- A scheme of appropriate warning/speed limit signage in the vicinity of the accesses to the tree and vegetation clearance areas;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of each tree and vegetation clearance area;
- Parking on site of operatives' and construction vehicles together with storage on site of materials associated with the tree and vegetation clearance works;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the tree and vegetation clearance works and the measures shall be retained and facilities used for the intended purpose for the duration of the works. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of materials associated with the tree and vegetation clearance works. All associated highway remedial works required to reinstate any temporary vehicular

accesses created shall be undertaken to a programme to be agreed.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial, HT2 - Highway Network, HT6/2 - Pedestrian/Vehicular Conflict and EN1/2 - Townscape and Built Design.

**35. CONDITIONS RELATING TO THE OUTLINE APPLICATION**

36. As part of a Reserved Matters application, an updated bat roost assessment for any mature trees proposed for removal shall be submitted to and approved by the Local Planning Authority. Any works thereafter required shall be carried out in accordance with the approved assessment and recommendations.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

37. As part of a reserved matters application, a lighting design strategy for the street and external lighting shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- Identify areas/features on site that are potentially sensitive to lighting for bats;
- Within the areas that are sensitive to lighting for bats, show how and where external lighting will be installed and through appropriate lighting contour plans demonstrate clearly that any impacts on bats would be negligible;
- Demonstrate how connectivity between the River Irwell and Chamber Hall lake will be maintained;
- Specify frequency and duration of use.

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

38. The development hereby approved shall be carried out in accordance with the Common Toad Reasonable Avoidance Measures Method Statement Tep Ref 6694.004 as previously submitted to and approved by the Local Planning Authority.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

39. As part of a Reserved matters application for landscaping, a landscape masterplan for phase 2 and Environmental Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall include:

- Comprehensive and quality ecological enhancement plan of the site;
- Buffering and enhancement of Chamber hall lake
- Enhancement and provision of bat boxes
- Provision of bird and bat boxes
- Maintenance and enhancement of bat connectivity between the Lake and the River Irwell.

The approved details only shall be implemented and to an approved timetable.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

40. The phase 2 development hereby approved shall be provided in accordance with the following floorspace parameters:

A1 - 500 sqm maximum  
A3-A5 - 1,350 sqm maximum  
B1a (offices) - 4,646 sqm minimum  
B1/ B2/B8 - 6,500 sqm maximum  
C1 (Hotel) - 120 bed maximum  
D1/D2 (Creche/Gym) - 1,858 sqm maximum.

Reason. To ensure the uses proposed would be of an ancillary scale and that the development would largely support the wider employment uses across the site as a whole through the imposition of maximum floorspace thresholds, and in accordance with Bury Unitary Development Plan Policies EC1/3 - Land suitable for Business (B1), Office and Hotel/Conference Facility Uses; RT4/3 - Visitor Accommodation and the principles of the National Planning Policy Framework.

41. As part of a Reserved matters application, details of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.

Reason. In the interests of visual amenity and to ensure a high quality and satisfactory development pursuant to UDP Policies EC6/1 - Assessing New Business, Industrial and Commercial Development and EN1/2 - Townscape and Built Design

42. Before the development is commenced, the applicant shall submit detailed plans and particulars to the Local Planning Authority, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters; the layout, scale, appearance, and the landscaping of the site.

Reason. To ensure the satisfactory development of the site and because this part of the application is in outline only.

43. Applications for approval of reserved matters must be made not later than:

- the expiration of five years beginning with the date of the grant of outline planning permission; and
- that the development to which the permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004

44. Notwithstanding the details indicated on the approved plans, full details of the following shall be submitted at first reserved matters stage:

- All proposed means of vehicular and pedestrian access to subsequent phases of the development, incorporating the demarcation of the limits of the adopted highway, tactile paved crossing points, measures to prevent the discharge of water from the private hardstandings onto the adopted highway and all

necessary modifications to, and improvement of, affected street lighting, road markings and highway drainage;

- A scheme of works to incorporate Public Right of Way No. 131, Bury, that abuts and crosses Phase 1a the site;
- Works to, and treatment of, the Castlecroft Road site boundary to demarcate the limits of the adopted highway and prevent the obstruction of the abutting footway by overgrowing vegetation;
- Provision of visibility splays at junctions with the adopted highway/back edge of the footway in accordance with the standards in Manual for Streets;
- Provision within the curtilage of each subsequent phase of the development for the loading and unloading of vehicles and the parking of cars which visit the site in connection with the uses hereby approved;
- Provision within each subsequent phase of the development to the written satisfaction of the Local Planning Authority to enable vehicles to enter and leave each site in forward gear, and shall subsequently be maintained free of obstruction.

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

45. No development shall take place until a scheme for the provision and management of an 15 metre wide buffer zone alongside the River Irwell shall be submitted to and approved by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping, excluding potential future Hydro Scheme or fish easement at Bury Grounds weir site; and could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zone
- details of any proposed new or replacement soft landscaping, including landscape schedule largely based on native species.
- details demonstrating how the buffer zone will be protected during development.
- details of any proposed footpaths, fencing, and environmentally sensitive lighting etc.
- where a flood compensatory measures (FRA, Dec 2018) are required within or directly adjoining riparian buffer, details of compensatory land re-profiling and soft landscape reinstatement should be detailed
- details of any new surface water discharges to river, ensuring best practice measures are adopted to prevent water quality impacts, as recommended in WFD assessment (Riverdene, Dec 2016), to project adjoining ecological receptor.

Reason. To ensure that the development would not have a severe impact on the ecological value of the River Irwell pursuant to chapter 15 - Conserving and enhancing the natural environment.





**Bury**  
COUNCIL

Production Date: 11 Jan 2019

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Notes





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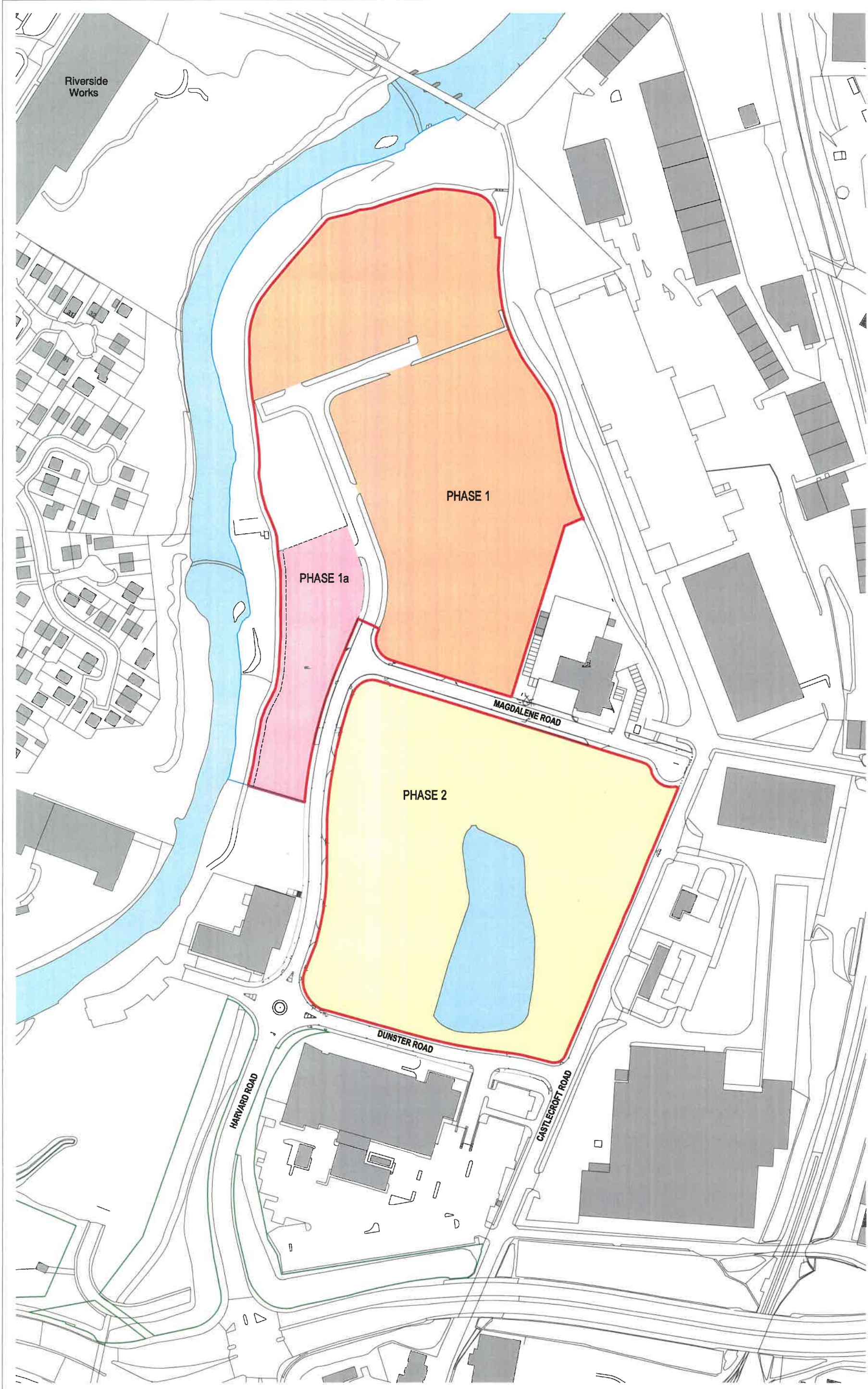
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1:1000	m	0	10	20	30

L	Pavement rounded near block D	GK	08.12.18
Rev	Description	By	Date
001	St Modwen Developments		
002	Chamberhall, Bury		
003	Proposed Parameter Plan		
004	P4301_1209		L
005	303001-POZ-17-00-DR-A-1209		
006	02/11/16	1 : 1000	@ A1
007	GK	GK	JW
008	Feasibility	Tender	Construction
009	Planning	Contract	As Built

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1:200	mm	2000	4000
1:500	m	5	10
1:1000	m	10	20

#### SCHEDULE OF APPROXIMATE AREAS

##### PHASE 1 - EMPLOYMENT

(7.81 acres)  
2no. 7,500 sqft / 697 sqm Units  
2no. 5,000 sqft / 465 sqm Units  
4no. 2,500 sqft / 232 sqm Units  
4no. 11,000 sqft / 1,022 sqm Units  
1no. 25,290 sqft / 2,350 sqm Unit  
1no. 19,290 sqft / 1,792 sqm Unit

PLOT TOTAL - 123,580sqft / 11,482sqm

##### HARD LANDSCAPING FINISHES

All finishes to be laid in accordance with manufacturers recommendations

General Paving  
Tobermore Standard Paving Flags,  
600 x 600mm  
Colour: Natural

Linear Plank Paving  
Tobermore Manhattan Block Paving,  
600 x 150mm  
Colour: Silver and Mid Grey

Parking Bays  
Tobermore Pedesta block paving  
Colour: Charcoal

General Footpaths  
Tarmacadam / Asphalt  
Colour: Black  
Refer to Street. Eng specification

Road / Service Road  
Tarmacadam / Concrete  
Refer to Street. Eng specification

Line markings:  
All Parking bays marked out in white thermoplastic paint.  
Chevron markings to disabled spaces to be yellow

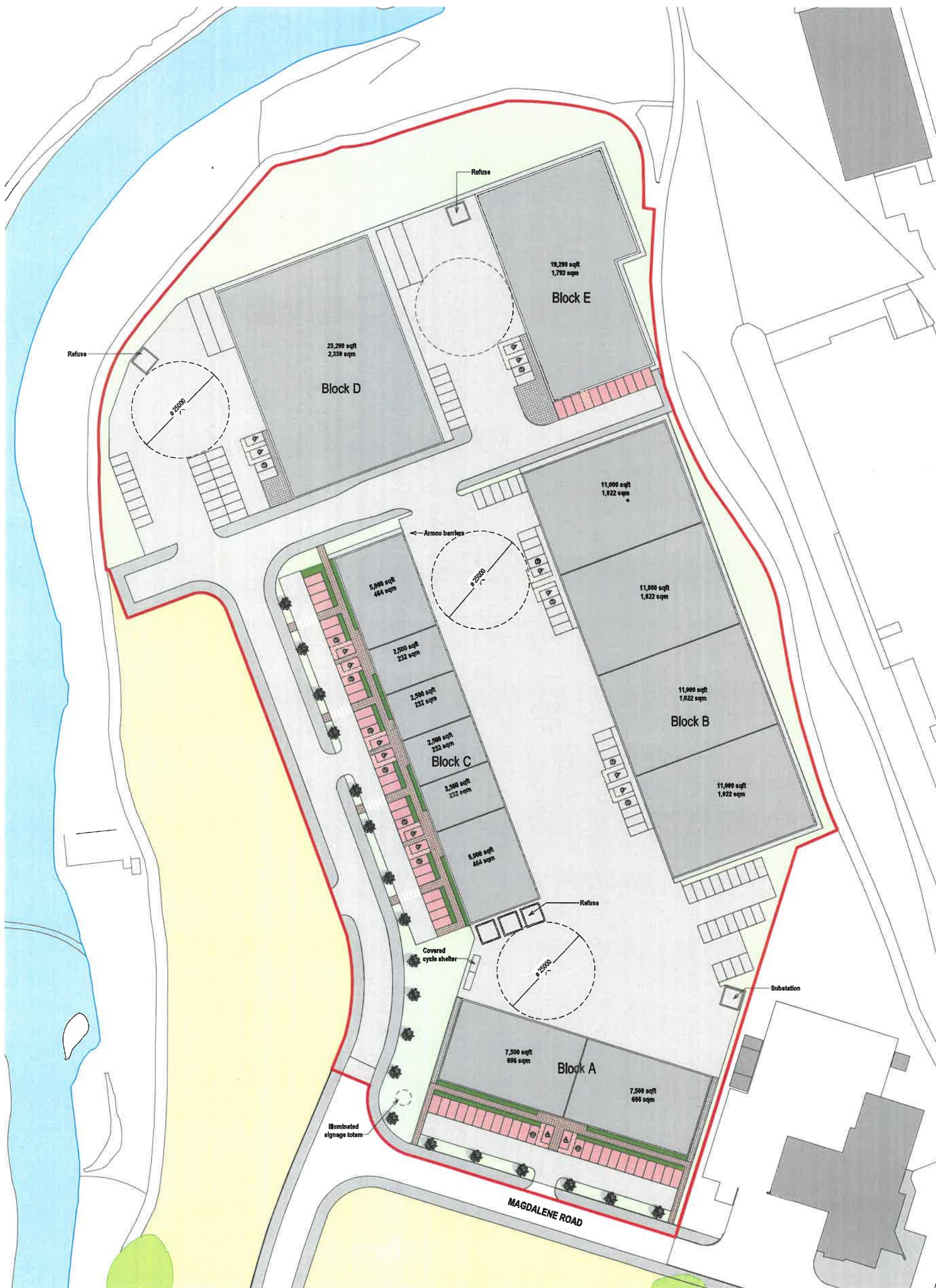
##### STREET FURNITURE

Cycle Stands  
Stainless steel cycle stands,  
Autops, Sheffield Stand

Soft Landscaping Zone  
Existing

Low Level Planting Zone

New Tree Planting  
Final locations / quantities subject to confirmation of service assessments  
REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR SOFT LANDSCAPE



Site - Phase 1 Proposed Site  
1:500

L	Pavement rounded near block D	GK	06.12.18
Rev	Description	By	Date

Client	St Madwen Developments
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1	Chamberhall, Bury
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Drawing	Proposed Site Plan Phase 1
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Ref	P4301_1210	Rev	L
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303001-POZ-17-00-DR-A-1210
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Date	13/09/16	Scale	1:500	Sheet	@ A1
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Rev	GK	Rev	GK	Rev	JW
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Feasibility	Tender	Construction
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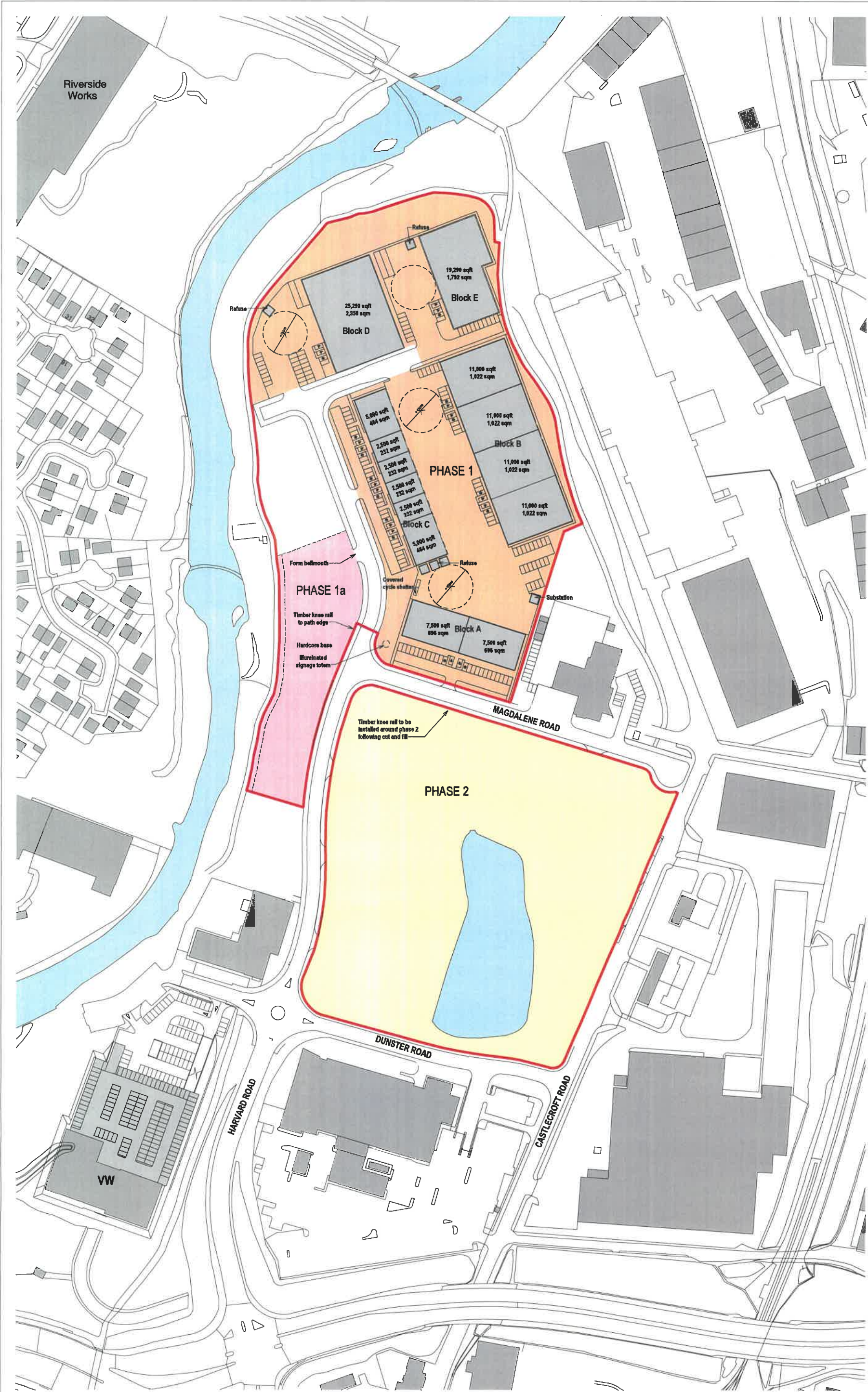
Planning	Contract	As Built
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1:100	mm	1000	2000	3000
1:200	mm	2000	4000	6000
1:500	M	5	10	15
1:1250	M	10	20	30

**SCHEDULE OF AREAS**

**PHASE 1 - EMPLOYMENT**  
(7.81 acres)

2no. 7,500 sqft / 697 sqm Units  
2no. 5,000 sqft / 465 sqm Units  
4no. 2,500 sqft / 232 sqm Units  
4no. 11,000 sqft / 1,022 sqm Units  
1no. 25,290 sqft / 2,350 sqm Unit  
1no. 19,290 sqft / 1,792 sqm Unit

**PLOT TOTAL - 123,580sqft / 11,482sqm**

N	Pavement rounded near block D	GK	06.12.18
Rev	Description	By	Date
Client	St Modwen Developments		
1	Chamberhall, Bury		
Drawing	Proposed Masterplan		
Ref	P4301_1200	Rev	N
Ref	303001-POZ-17-00-DR-A-1200		
Date	19/08/16	Scale	1 : 1000 @ A1
Drawn	GK	Checked	SJM
Project Status	Feasibility	Tender	Construction
	Planning	Contract	As Built

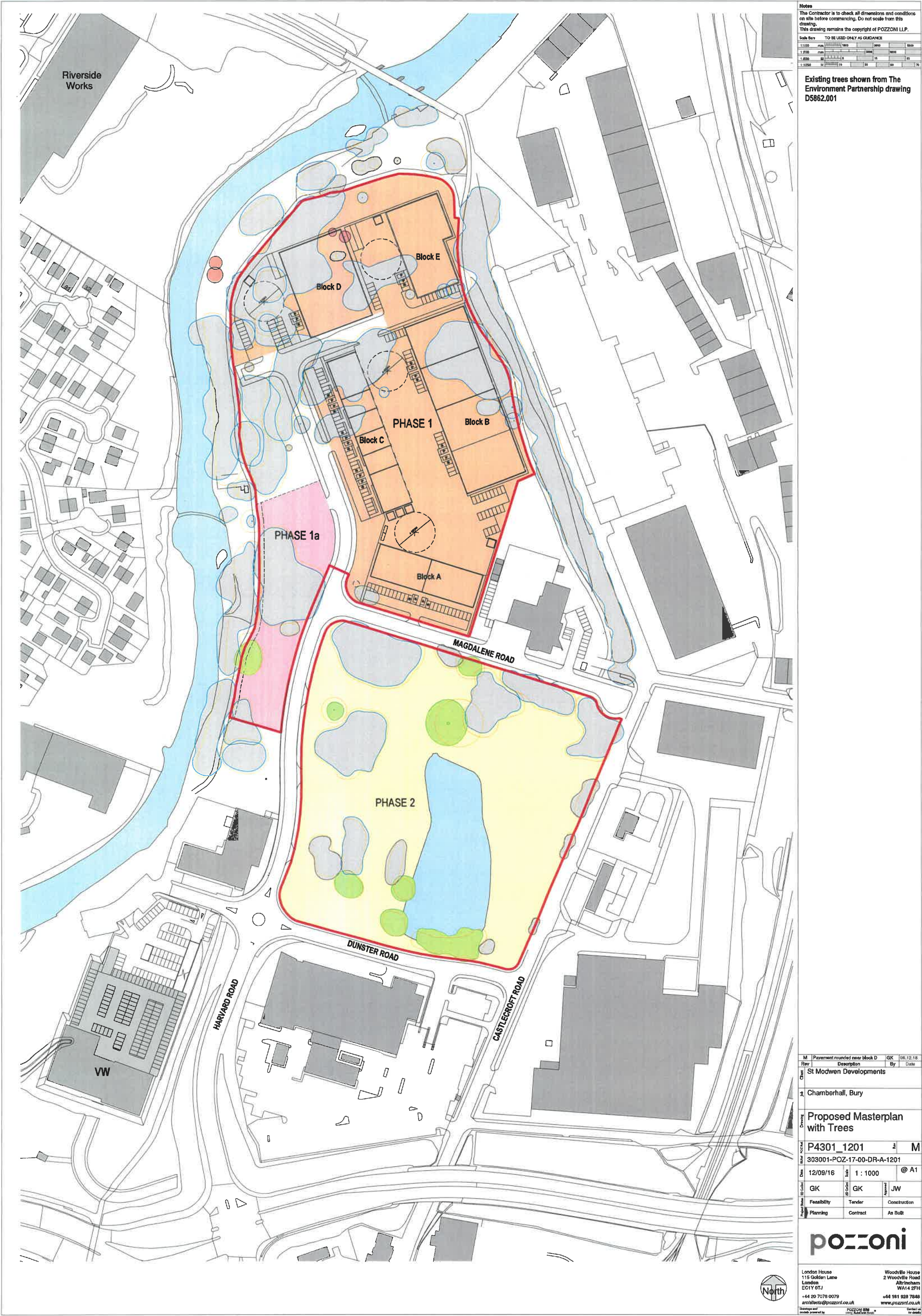
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1:100	mm	1000	2000	3000
1:200	mm	2000	4000	6000
1:400	m	4	8	12
1:1250	m	10	20	30

Existing trees shown from The Environment Partnership drawing D5862.001

M	Pavement rounded near block D	GK	08/12/16
Rev	Description	By	Date
1	St Modwen Developments		
2	Chamberhall, Bury		

**Proposed Masterplan with Trees**

P4301\_1201 M

303001-POZ-17-00-DR-A-1201

12/09/16 1 : 1000 @ A1

GK	GK	JW
Feasibility	Tender	Construction
Planning	Contract	As Built

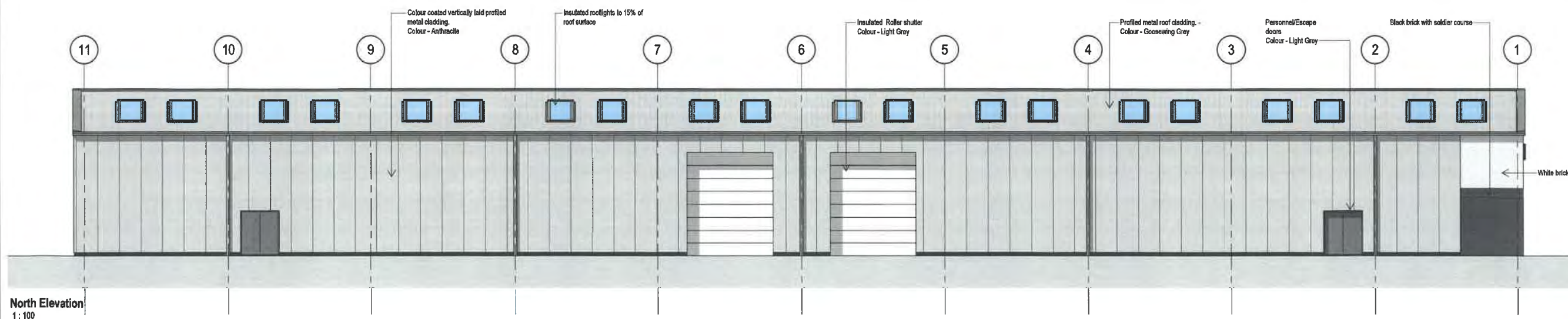
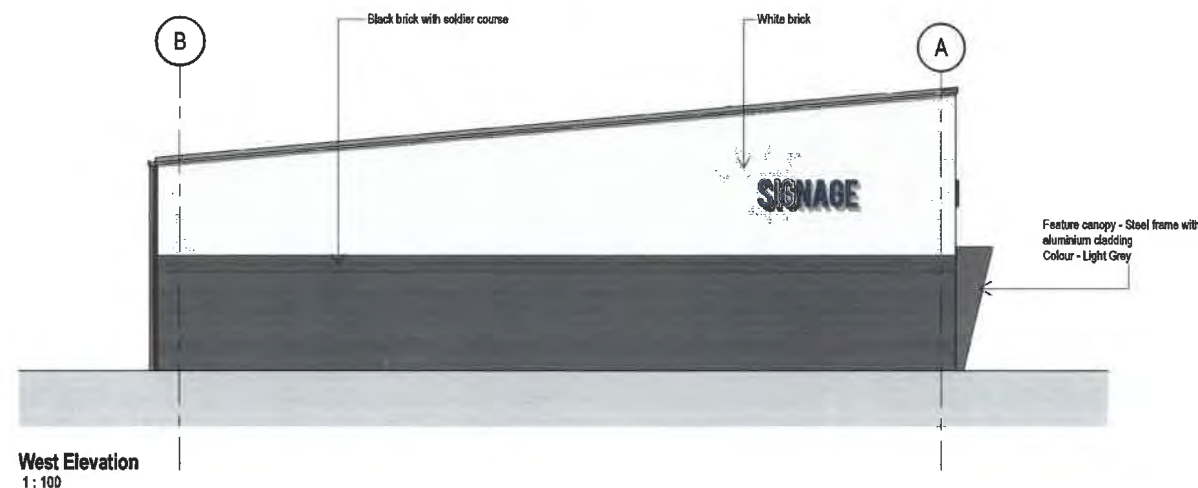
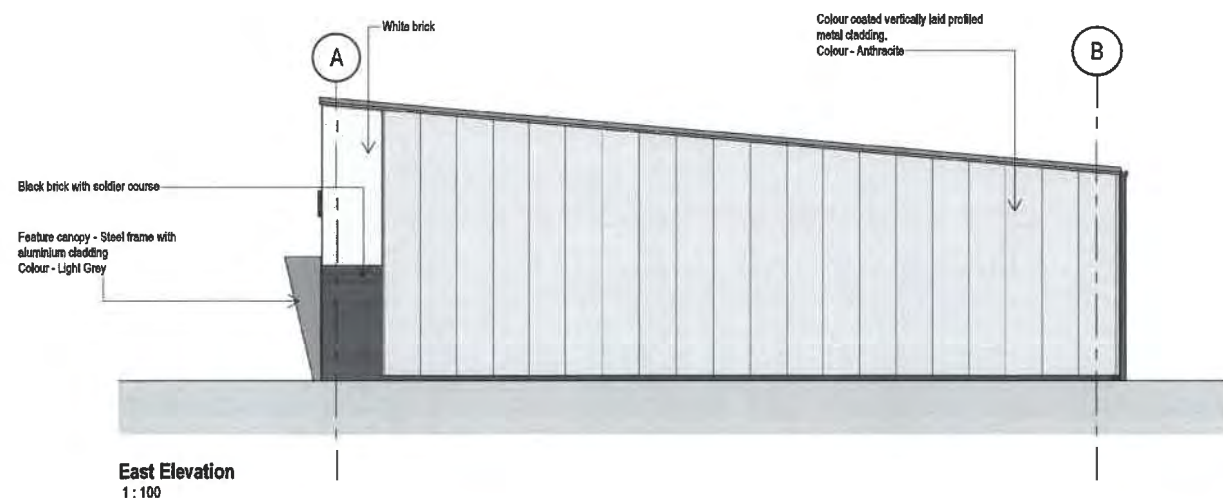
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Rev	Description	By	Date
B	Issued for Planning	AH	18.08.18

Client: St Modwen Developments

Job: Chamberhall, Bury - Phase 1

Drawing: Proposed Elevations Block A

Ref: P4301\_1351

Rev: 300403-POZ-17-XX-DR-A-1351

Date	Scale	Sheet
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Drawn	Check	Approved
GK	GK	JW

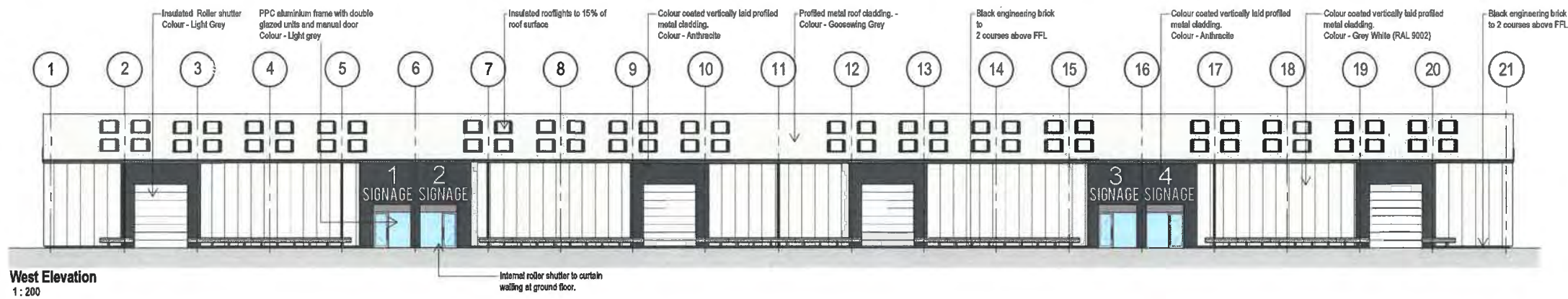
Project Phase	Feasibility	Tender	Construction
Planning	Contract	As Built	

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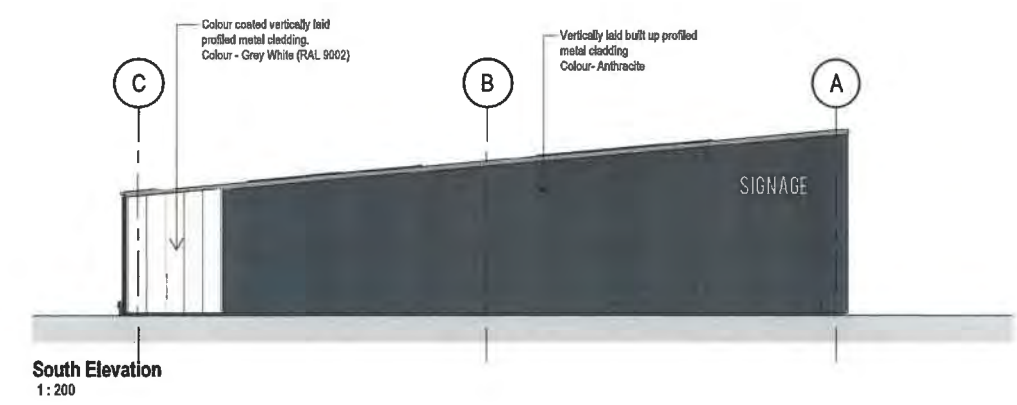
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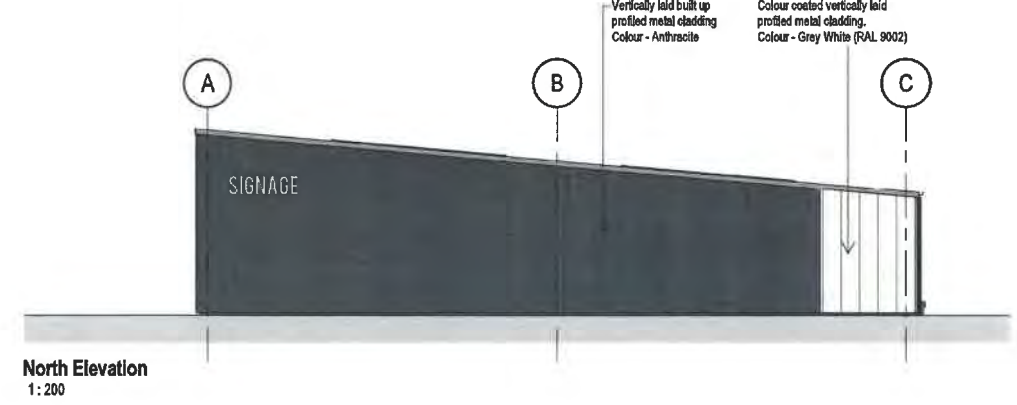
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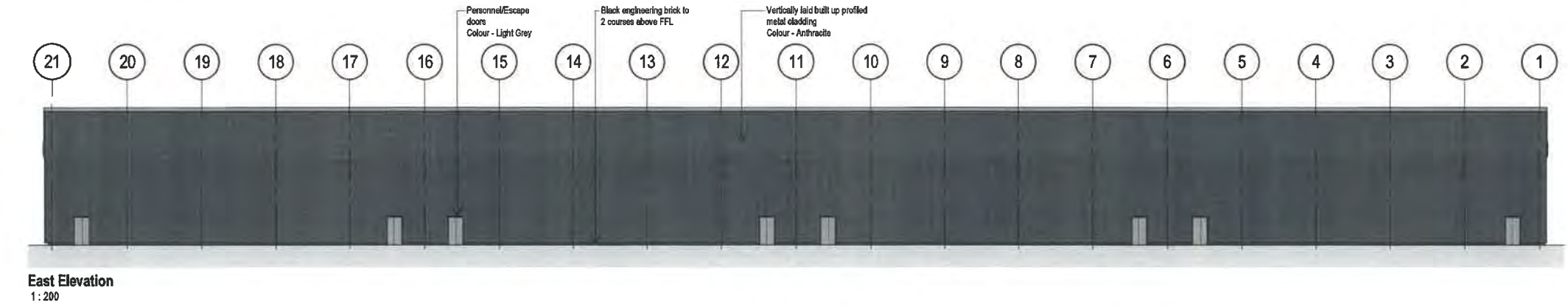
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South Elevation  
1:200



North Elevation  
1:200



East Elevation  
1:200

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Rev	Description	By	Date
D	Updated for Planning	GK	04.10.18
Rev	Description	By	Date
1	St Modwen Developments		
2	Chamberhall, Bury Phase 1		
3	Proposed Elevations Block B		
4	P4301_1352	Rev	D
5	303001-POZ-17-XX-DR-A-1352		
6	13/10/16	Scale	1:200 @ A1
7	GK	By	GK
8	Approved	By	JW
9	Feasibility	Tender	Construction
10	Planning	Contract	As Built

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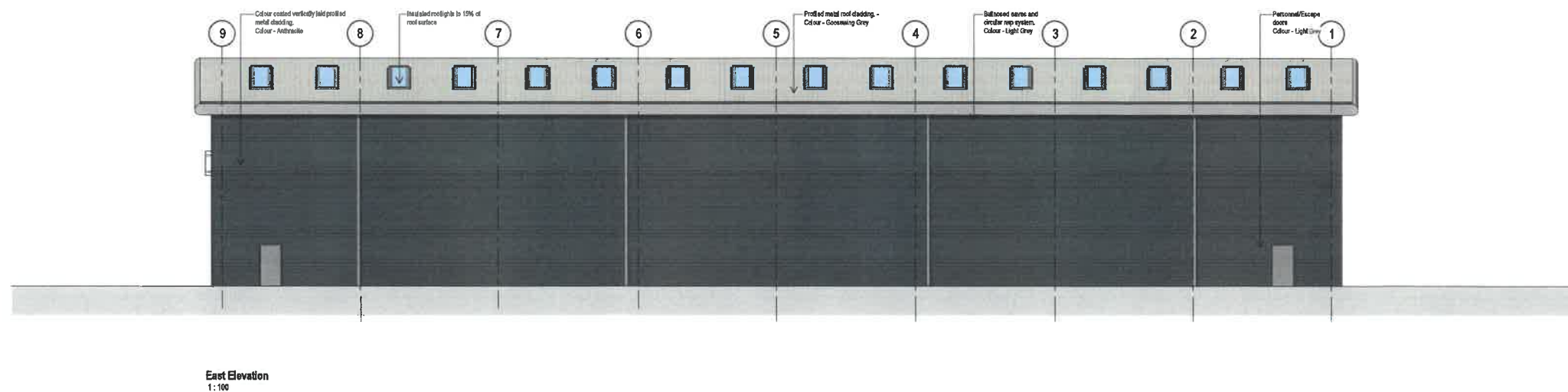
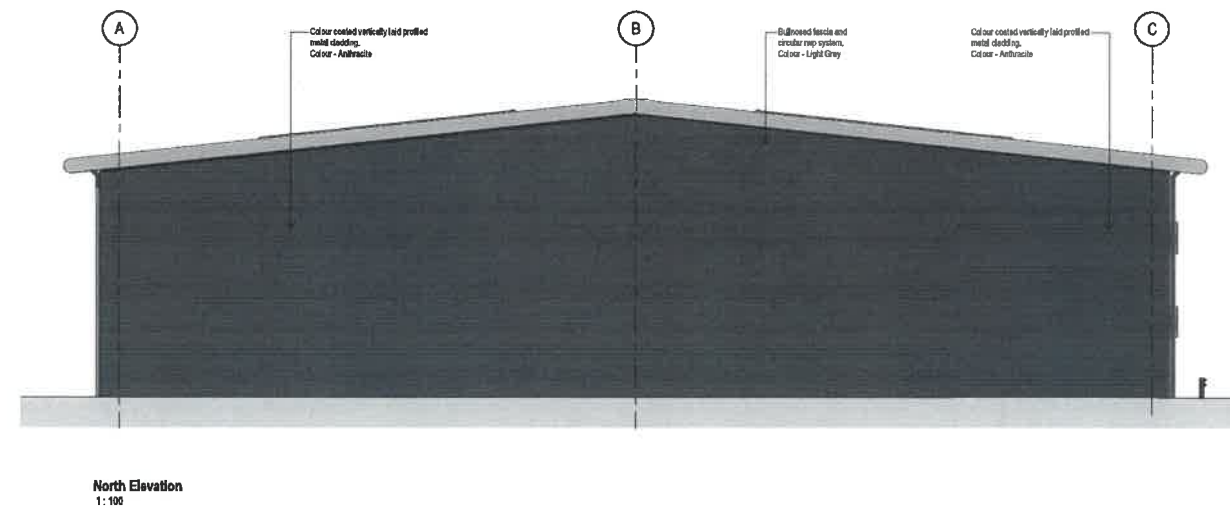
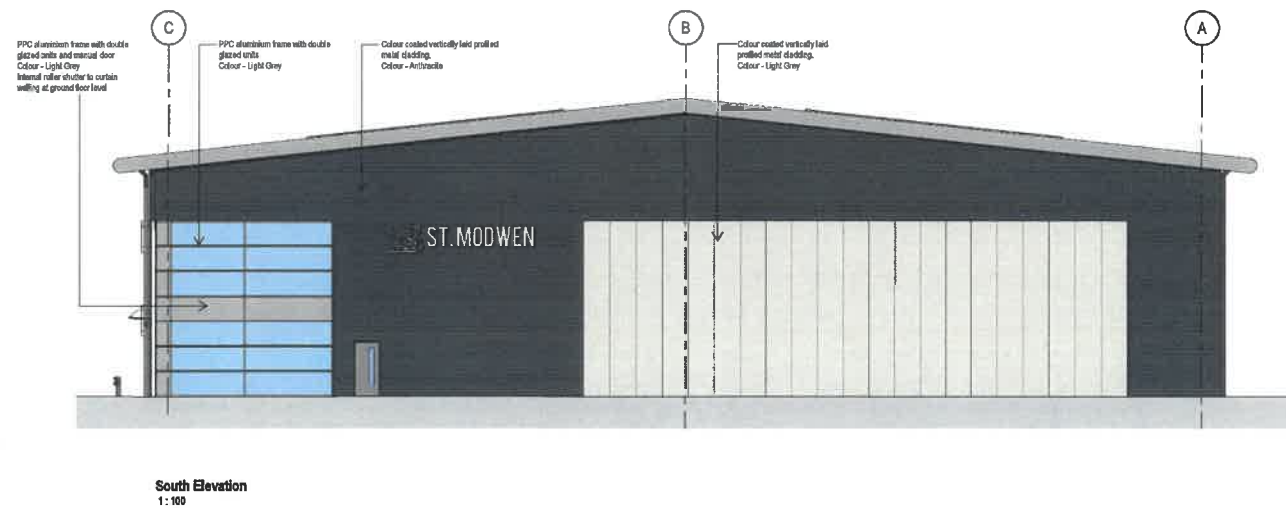
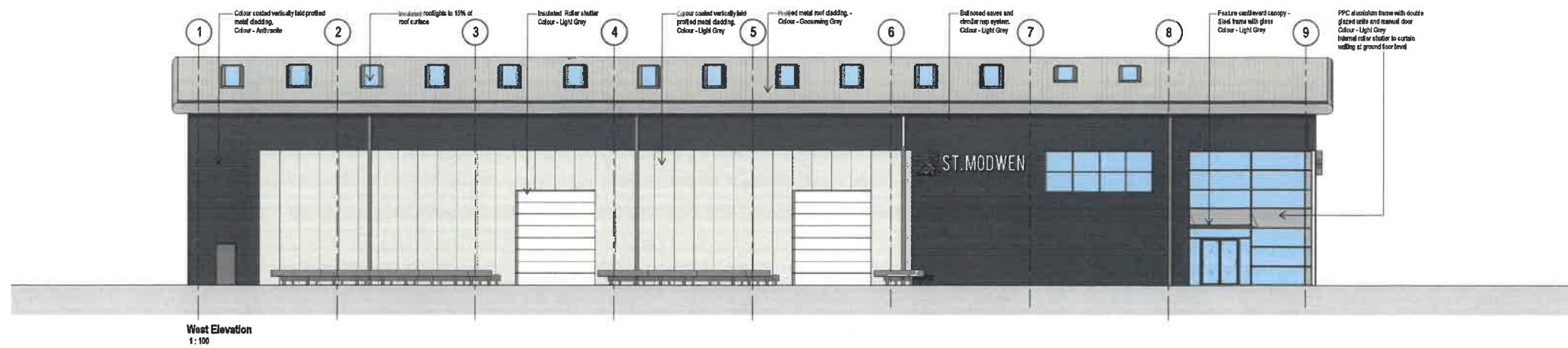
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24/10/2018 12:43:15









**Ward:** Prestwich - Sedgley

**Item** 02

**Applicant:** Urban and Rural

**Location:** Parkgates, Sedgley Park Road, Prestwich, Manchester, M25 0JW

**Proposal:** Creation of one additional floor of office space to an existing office building

**Application Ref:** 63429/Full

**Target Date:** 26/12/2018

**Recommendation:** Minded to Approve

**The application is subject to a S106 Agreement to secure the implementation of a Resident's Parking Permit Scheme in the event of parking problems arising as a result of the development, and pursuant to Bury Unitary Development Plan Policy HT2/4 Car Parking and New Development and SPD11 Parking Standards in Bury.**

### **Description**

The application relates to a three storey block of offices on the corner of Bury New Road and Sedgley Park Road. Immediately to the north is a Jewish ritual bathhouse (Mikvah). To the east, across Sedgley Park Road is the Greater Manchester Police Training College. To the south is a synagogue whilst the west, across Bury New Road is a petrol filling station and the Portugal Road junction.

The building with a floorspace of 1,385sqm, was built in the 1960's and constructed in concrete, appears rather dated within the streetscape. The building sits within a site (2,173sqm) surrounded by parking with a landscaped area on the outside of steel railings around the site. Some of the 37 parking spaces are within an undercroft and the main vehicular and pedestrian access is from Sedgley Park Road. The building is fully occupied by a number of small businesses.

The proposal is to add a further storey of office space (630sqm) on top of the existing building and renovate the existing structure by smooth rendering the existing concrete panels and reclading the existing corner 'tower' element.

The landscaped area (including a number of TPO trees), access and parking bays situated around the building would remain as existing.

This application follows a previous scheme (61900) to add two additional floors to the building, which was refused planning permission in 2017.

This current application is accompanied by a Planning Statement and a Transport Statement addressing the traffic/parking issues.

The intention is that the extension will be built using off-site modular construction and craned into position. This concept was decided as the intended route to both ensure no disruption to existing businesses and to minimise the amount of construction time on site – including deliveries etc.

### **Relevant Planning History**

01956/E - Creation of two additional floors on top of existing office block and facade improvements - Enquiry completed 23/03/2017

61900 - Extension to create two additional floors of office space to existing office building - Refused 31/10/2017

### **Publicity**

Site notice posted and the following 123 neighbours were notified by letter dated 05/11/19: Nos1-9 Woodcliffe Lodge, GM Police College, 3 and 5 Sedgley Park Road, Telephone Exchange, Manchester Mikvah, Hilton Park Service station, 53, 66-74(even) Bury New Road, Cranbrook House, 5-36 Hilton Crescent, 2-8(even) Portugal Road, 2, 4 Queens Drive, 18, 19, 21, 23, 25 Rochester Avenue, 1-12 Chandos Road, 1-8 Buckingham Road,

6 objections have been received from 2 and 4 Queens Drive, 21 and 25 Rochester Avenue and 33 Greenway Rd, Cheadle. The objections are summarised below:

- The inadequacy of the parking provision within the site and in surrounding roads.
- The additional floorspace would create more traffic and demand for parking spaces to the detriment of highway safety and local residents.
- The existing congestion around the site would be made worse.
- The proximity of a school means lots of children are in the vicinity early in the morning and late afternoon.
- Most of the supporters of the development have no association and don't have to live near it.

67 representations have been received in support of the application and stating that the new offices should be welcomed and would benefit the local economy by providing jobs and accommodation for new businesses.

Those who have made representations have been notified of the Planning Control Committee.

### **Statutory/Non-Statutory Consultations**

**Traffic Section** - No objection subject to a Section 106 legal agreement relating to the provision of a residents parking scheme in the event of parking around the site being significantly impacted upon by the proposal.

**Pre-start Conditions** - Applicant/Agent has agreed with pre-start conditions.

### **Unitary Development Plan and Policies**

S1/3	Shopping in District Centres
EN1/2	Townscape and Built Design
HT2/4	Car Parking and New Development
HT4	New Development
HT6/2	Pedestrian/Vehicular Conflict
EC5	Offices
EC5/2	Other Centres and Preferred Office Locations
NPPF	National Planning Policy Framework
SPD11	Parking Standards in Bury
SPD12	Travel Plans in Bury
SPD3	DC Policy Guidance Note 3: Planning Out Crime
SPD16	Design and Layout of New Development in Bury
EC4/1	Small Businesses
EN8	Woodland and Trees

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

**Policies** - EN1/2 - Townscape and Built Design. The Council will give favourable



consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

- a) the external appearance and design of the proposal in relation to its height, scale, density and layout;
- b) the relationship of the proposal to the surrounding area;
- c) the choice and use of materials;
- d) access and other design features for the mobility impaired;
- e) the design and appearance of access, parking and service provision;
- f) landscaping, including the use of natural landscape features, and open space provision;
- g) the use of lighting.

HT1 - A Balanced Transportation Strategy. The Council will promote a balanced transportation strategy by ensuring that there is a co-ordinated approach to the formulation of policies and proposals for the alteration, upgrading or improvement of the transport network. This can be achieved by:

- a) implementing measures designed to increase the attractiveness of public transport as a viable alternative to private transport;
- b) facilitating better interchange between different modes of transport whether public or private;
- c) improving the accessibility of public transport to those travellers whose mobility is impaired;
- d) diverting road traffic, especially through traffic, onto major roads;
- e) improving the capacity of major roads by selective improvement, also aimed at reducing road traffic accidents.

HT2 - Highway Network. The present highway network of roads, footpaths and associated infrastructure will be maintained and selectively improved. In particular, preference will be given to improvement schemes which seek to:

- a) improve road safety;
- b) improve the operation and therefore the attractiveness of the public transport network;
- c) improve or protect the economic viability of the Borough or local area;
- d) improve the flow of traffic;
- e) improve or protect the environment.

HT2/4 - Car Parking and New Development. The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.

HT4 - New Development. In considering the location of new or intensified development, the Council will encourage proposals which:

- a) support the principles of sustainable development;
- b) assist the implementation of a balanced transportation strategy;
- c) minimise the environmental impact of traffic.

In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.

HT6/2 - Pedestrian/Vehicular Conflict

The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include:

- a) pavement widening/realignment;
- b) pedestrianisation schemes;
- c) improved pedestrian crossing facilities;
- d) proposals designed to reduce traffic speed;
- e) provision of clearly signed pedestrian routes.

EC4/1- Small Businesses. Proposals for small businesses will be acceptable when the scale of development is appropriate to, and the use is environmentally compatible with, the

surrounding area in which it is to be located, and where they do not conflict with other policies and proposals of the Plan.

EC5/2 - Other Centres and Preferred Office Locations. The Council will look favourably on office developments in the following locations:

- a) town and district centres, particularly in relation to existing or proposed transport infrastructure;
- b) those sites identified as suitable for office use in Economy Policies EC1/2 and EC1/3.

EC6/1- Assessing New Business, Industrial and Commercial Development. All new business, industrial and commercial development will be expected to be of a high standard of design and appearance and to take account of the surrounding environment, amenity and the safety of employees, visitors and adjacent occupiers. Factors to be considered when assessing proposals will include:

- a) scale, size, density, layout, height and materials;
- b) access and car parking provision;
- c) landscaping and boundary treatment;
- d) the effect on neighbouring properties;
- e) the safety of employees, visitors and adjacent occupiers.

**Need/ Economic Benefits** - The Planning Statement submitted with the application states that the existing offices are currently fully occupied with high demand for office space within the building from existing occupiers and local businesses seeking premises. In this respect the additional office space would improve the economic viability of the building and allow further jobs to be created. Subject to addressing the parking issues, the application is in principle acceptable and complies with the NPPF and UDP Policy and guidance.

**Visual amenity** - In terms of impact on the streetscape, it is clear that the extended and renovated office building would have a stronger presence than the existing building, which is rather tired in its appearance. In design terms, the extended building whilst respecting the original architectural form, would be more contemporary and sit more comfortably within the busy streetscape, thereby improving the overall character of the area. As such, in terms of design, the proposal would be acceptable and comply with UDP Policy EN1/2 Townscape and Built Design and guidance within SPD16 Design and Layout of New Development in Bury.

**Residential amenity** - Given the nature and scale of development, distances to the nearest residential properties and the provisions within the Section 106 legal agreement with regard to traffic and parking, there are no serious issues arising with regard to residential amenity.

**Traffic and Parking** - The Council's adopted guidance on parking set out in SPD11 relates parking provision to floor area for offices and recommends a maximum of 1 space per 35 sqm.

Based on the applicant's floorspace figures, guidance within SPD 11 indicates that the maximum parking provision for the total floorspace of 2,015sqm would be 57 spaces.

The site has 37 car parking spaces, including one disabled space and no additional spaces are being provided within the proposed scheme. In the light of there being no additional parking provision provided, the onus is on the applicant to clearly justify this approach and demonstrate that no additional parking is required.

To this end, the Transport Statement from i-Transport, submitted with the application, addresses the car parking and highways concerns previously raised by both the Council's traffic team and residents. The report refers to the site's high level of accessibility by bus, metro and on foot/bike and states that there is often spare parking capacity within the site.

The report also refers to a survey of the behaviour of the existing office workers. It concludes that car use for staff is relatively low with many attending the site on-foot and that

this would be reflected in the new extension. The predicted requirement for the new floorspace would be 5 additional cars and it is suggested within the transport statement that this requirement could, for the most part, be accommodated via unused spaces within the site. On occasions where demand exceeds capacity on site, the 'overspill' could be accommodated on surrounding roads without significant disruption.

The existing figure of 37 spaces falls significantly short of the maximum figure and given conditions on surrounding roads, reflected by the objections raised by residents, the traffic team still maintain some concerns with regard to parking. However, given the arguments with regard to mitigation set out within the Transport Statement, the Local Planning Authority are prepared to allow some flexibility on condition that, should parking conditions significantly worsen as a direct result of the proposed development, the applicant enter into a S106 legal agreement to fund a residents parking scheme within the immediate vicinity.

Subject to the S106 legal agreement, the proposal is considered to be, on balance, acceptable and would comply with the NPPF and UDP Policies EC4/1, EC6/1, HT2/4, HT4, HT6/2 and guidance within SPD11 Parking Standards in Bury.

**Trees** - There are nine TPO trees within the site. The tree report submitted with the application states that none of the trees would be seriously affected by the development, although one Oak tree would need a crown reduction and pruning. Tree protection measures/fencing would be required to prevent damage to trees on the site. There are no serious issues with regard to the trees and in this respect the proposal is acceptable and complies with the NPPF and UDP Policy EN8 .

**Objections** - The objections received refer to the existing serious parking problems around the site and state that the proposed additional offices, without any additional parking provision, would make the situation worse. The concerns of the objectors are understandable and are in part reflected in the Traffic Team's requirement with regard to the S106 legal agreement.

### **Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015**

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

**Recommendation:** Mind to Approve

### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered 001, 002, 003.1, 004.1, 005.2, 090.1, 202 and the following supporting documents:  
Planning Statement,  
Transport Statement  
Tree Report (Rowbottoms Tree Services) July 2017,  
Crime Impact Statement.  
The development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

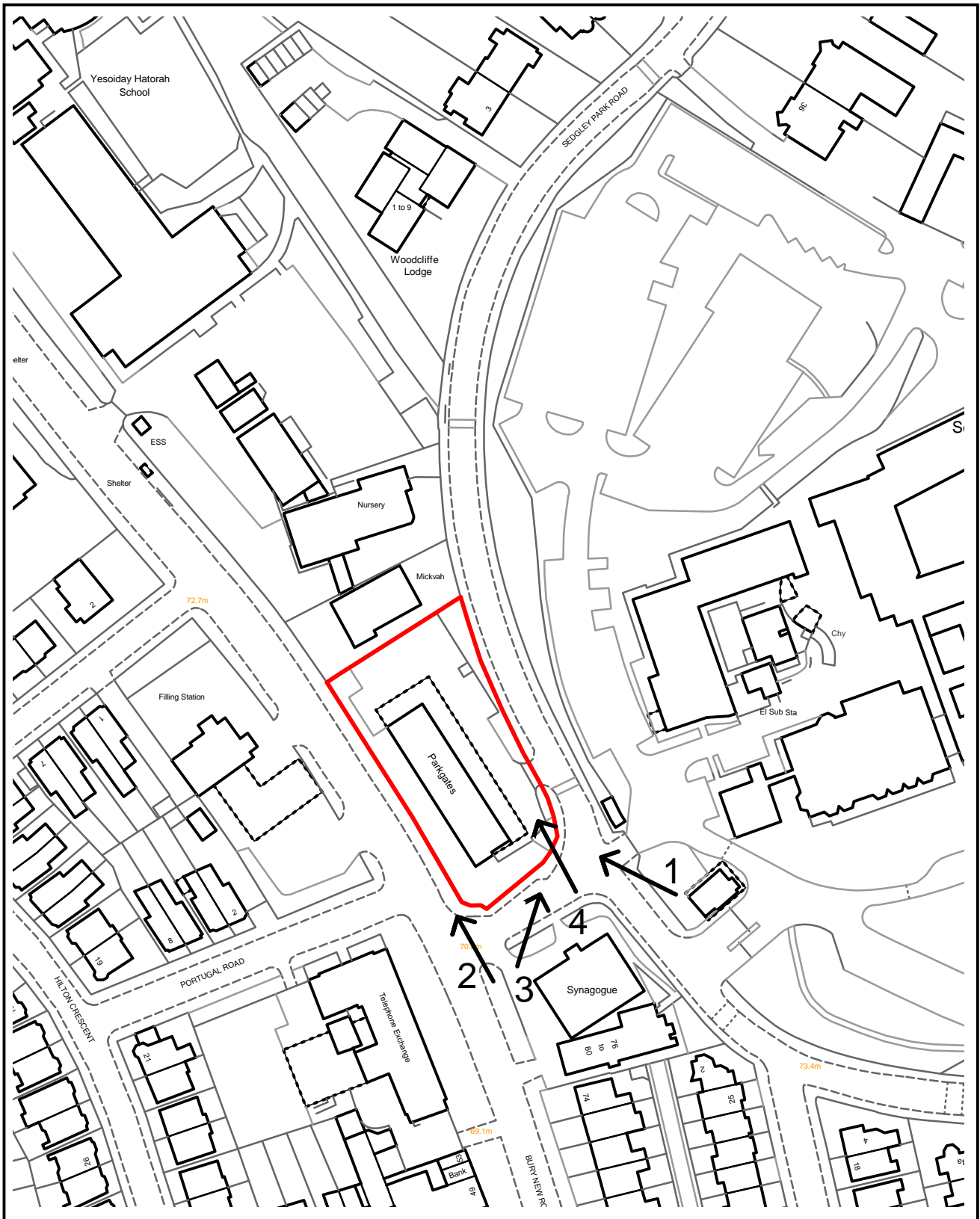


3. Details/Samples of the materials to be used in the external elevations shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.  
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 Townscape and Built Design.
4. A minimum of 5 working days written notice shall be provided to the LPA of intended commencement of the development. The notification of commencement shall include a timetabled schedule of the intended tree protection measures and tree works. Any subsequent variation of the timetable shall be subject to further written notice.  
Reason - To ensure that the development is carried out in accordance with the approved plans, to protect trees which are of amenity value on the site and pursuant to EN8 Woodland and Trees of the Bury Unitary Development Plan.
5. No trees subject to a Tree Preservation Order, unless indicated otherwise on the approved plans, shall be felled, lopped or topped before, during or after the construction period without the previous written consent of the Local Planning Authority.  
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN8/ Woodland and Trees of the Bury Unitary Development Plan.
6. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
- Access route for construction traffic from the highway network restricted to a route from Bury New Road and the southern end of Sedgley Park Road;
  - Hours of operation and number of vehicle movements;
  - A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
  - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
  - Parking on site of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this.
  - Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.
- The approved plan shall be adhered to throughout the construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.  
Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
7. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the office extension hereby approved being brought into use and the spaces maintained at all times thereafter.  
Reason. To ensure adequate off street car parking provision in the interests of

road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

For further information on the application please contact **Tom Beirne** on **0161 253 5361**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 63429**

**ADDRESS: Parkgates  
Bury New Road  
Prestwich**

**Planning, Environmental and Regulatory Services**



**Bury**  
COUNCIL

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Photo 1



Photo 2



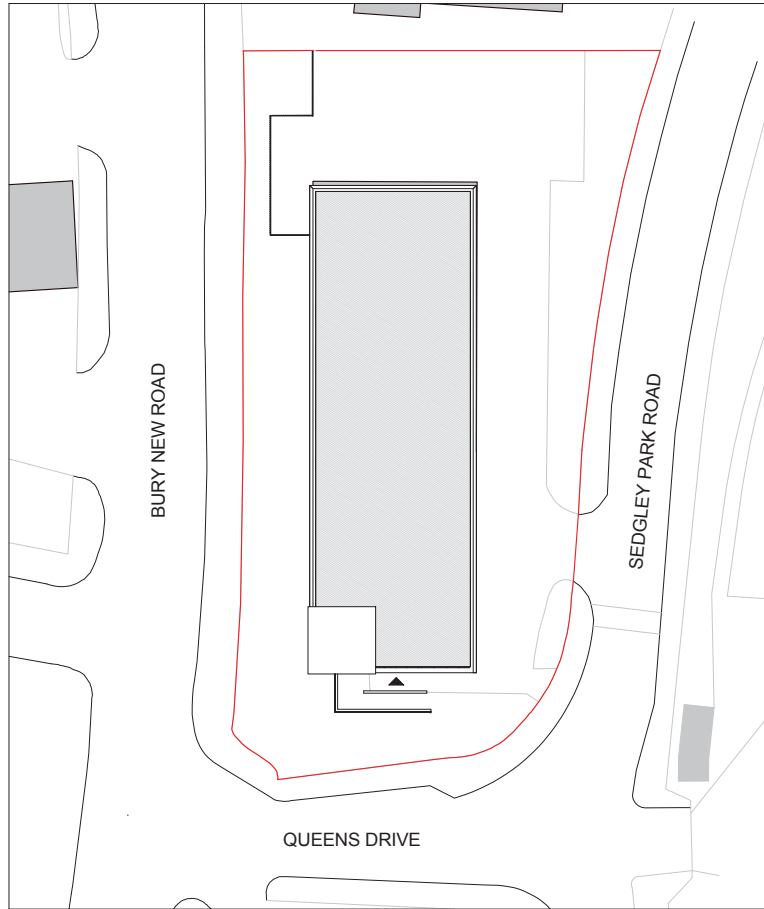


Photo 3



Photo 4





1 Site - Block Plan  
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5 0 5 10 15 20 25  
SCALE 1:500 m



2 Site - Location Plan  
1 : 1250

10 0 10 20 30 40 50  
SCALE 1:1250 m

Legend - Boundaries

- Site Boundary
- Site Ownership

DEBTAL ARCHITECTURE

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CLIENT  
Urban and Rural Estates

PROJECT  
Parkgates

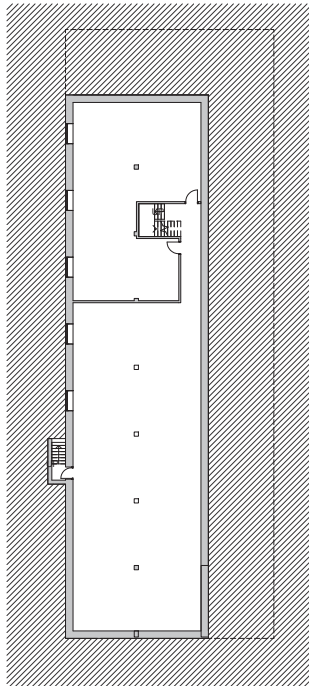
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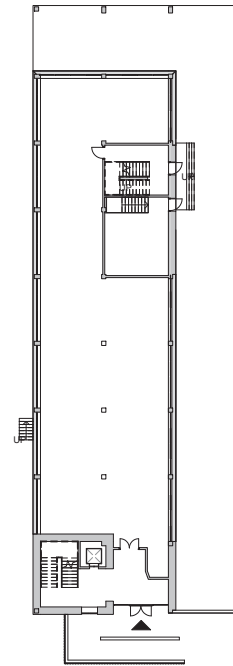
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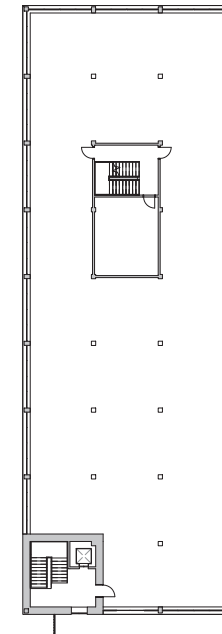
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③ Level B1 - GA Existing  
1 : 200



① Level 0 - GA Existing  
1 : 200



② Level 1 and 2 - GA Existing  
1 : 200

# DEBTAL ARCHITECTURE

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info@debtalarchitecture.co.uk www.debtalarchitecture.co.uk

Urban and Rural Estates

Parkgates

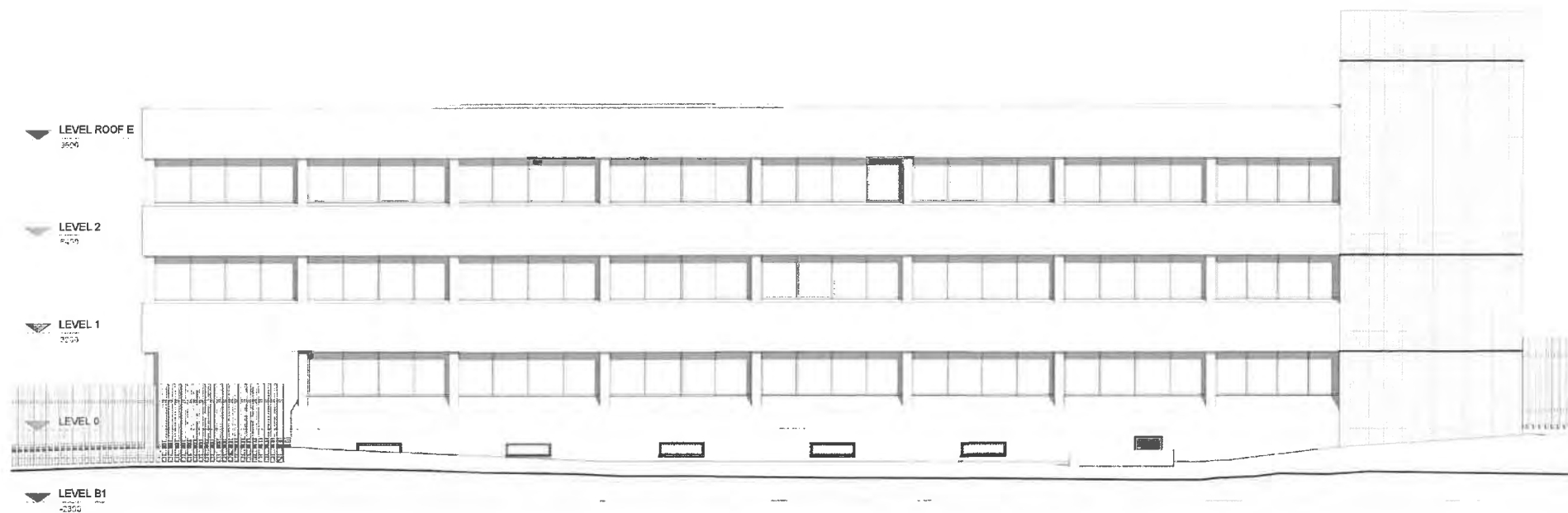
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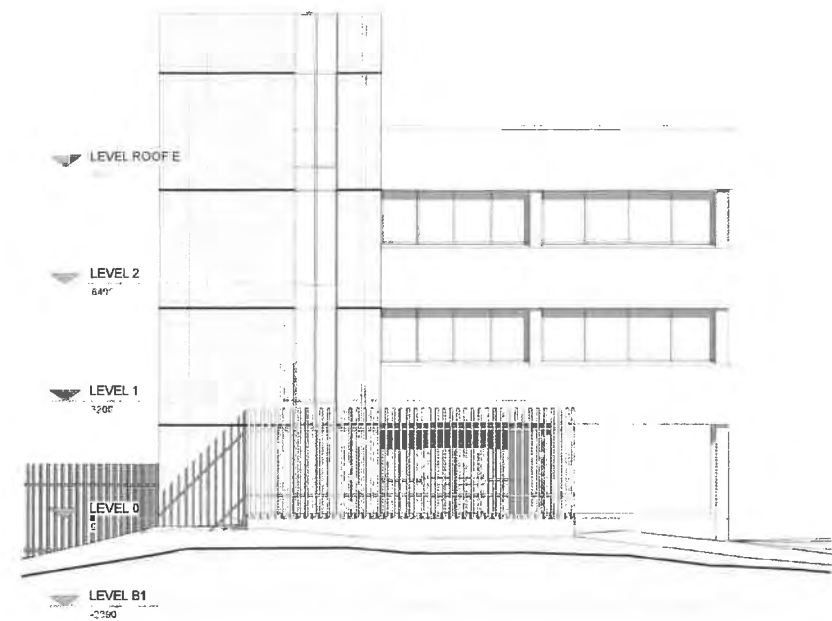
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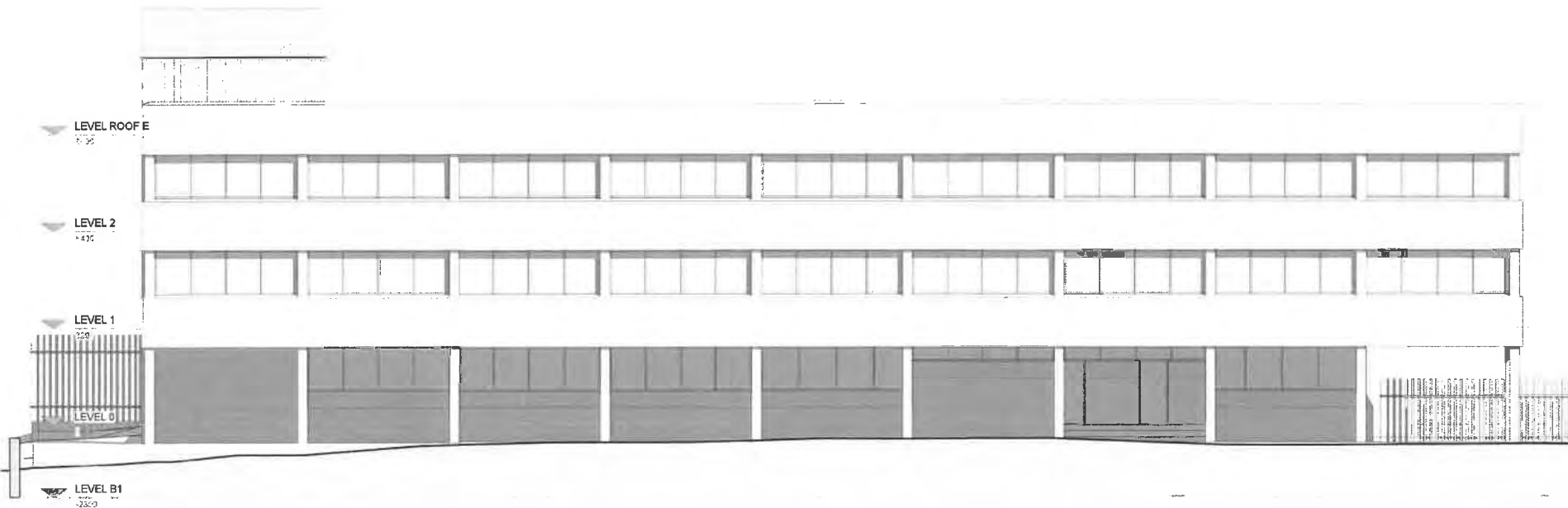
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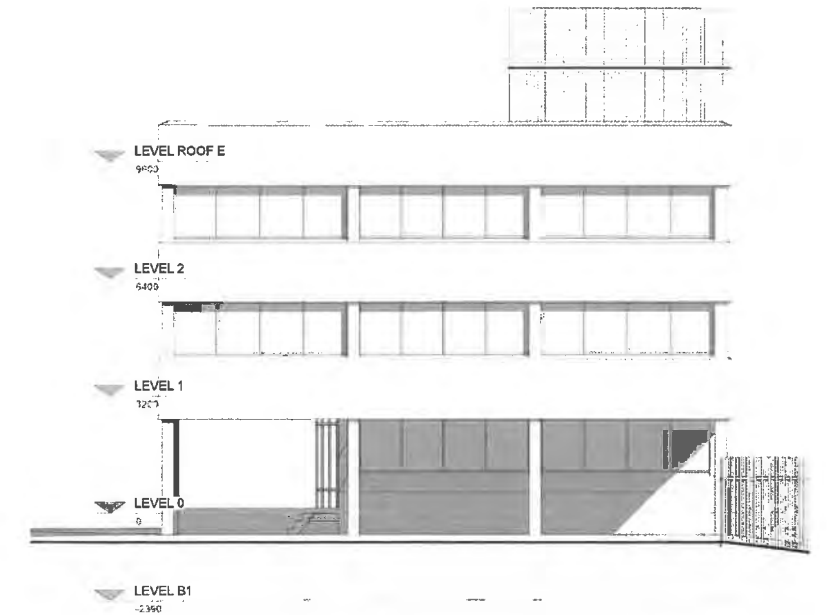
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1 : 100



3 Right Side - Existing  
1 : 100



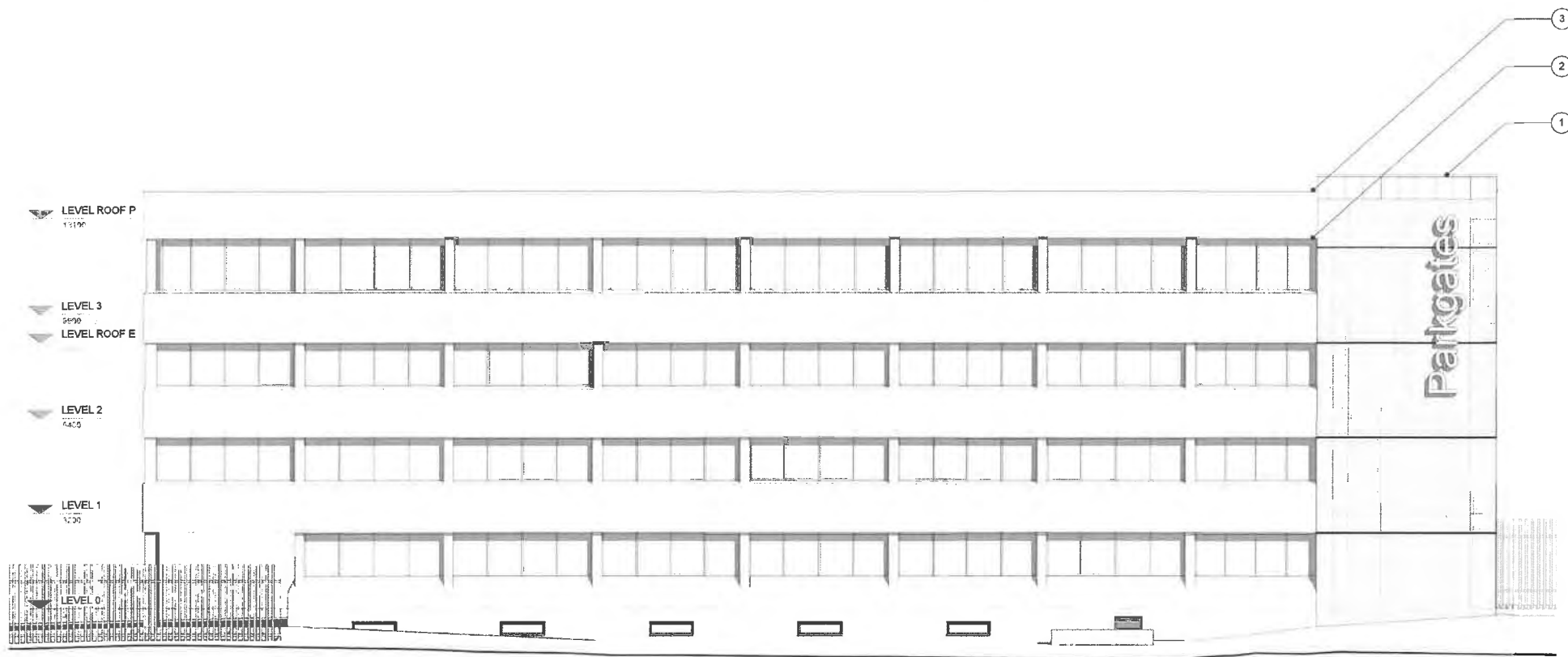
4 Rear - Existing  
1 : 100

1 0 1 2 3 4 5  
SCALE 1:100 m

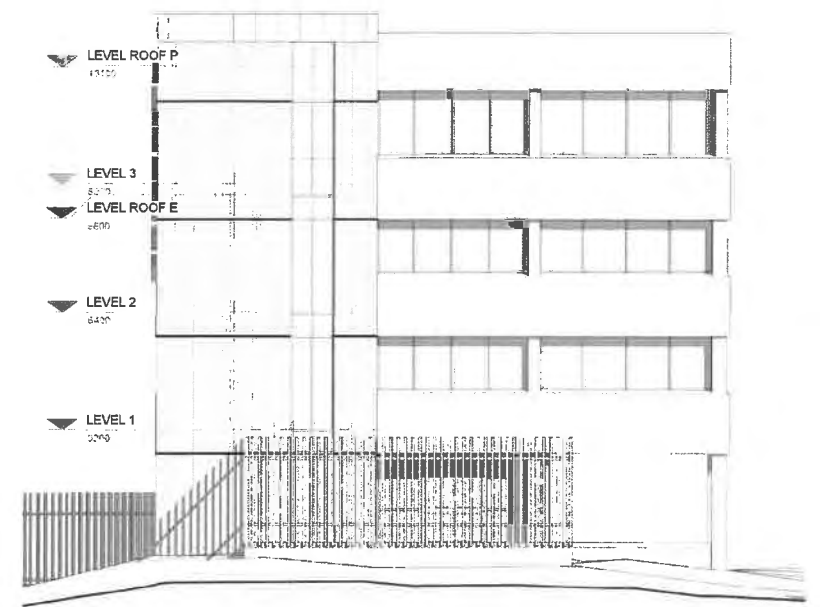
1: Single Storey Extension	10/04/16 (16)
<b>DEBTAL ARCHITECTURE</b>	
72 Bury New Road, Manchester, M25 0JL Tel: 0161 775 1800 info@debtalarchitecture.co.uk www.debtalarchitecture.co.uk	
Urban and Rural Estates	
Parkgates	
Existing Elevations	
DA17036. 003. 1	
PLANNING	SP
23 FEB 2017	



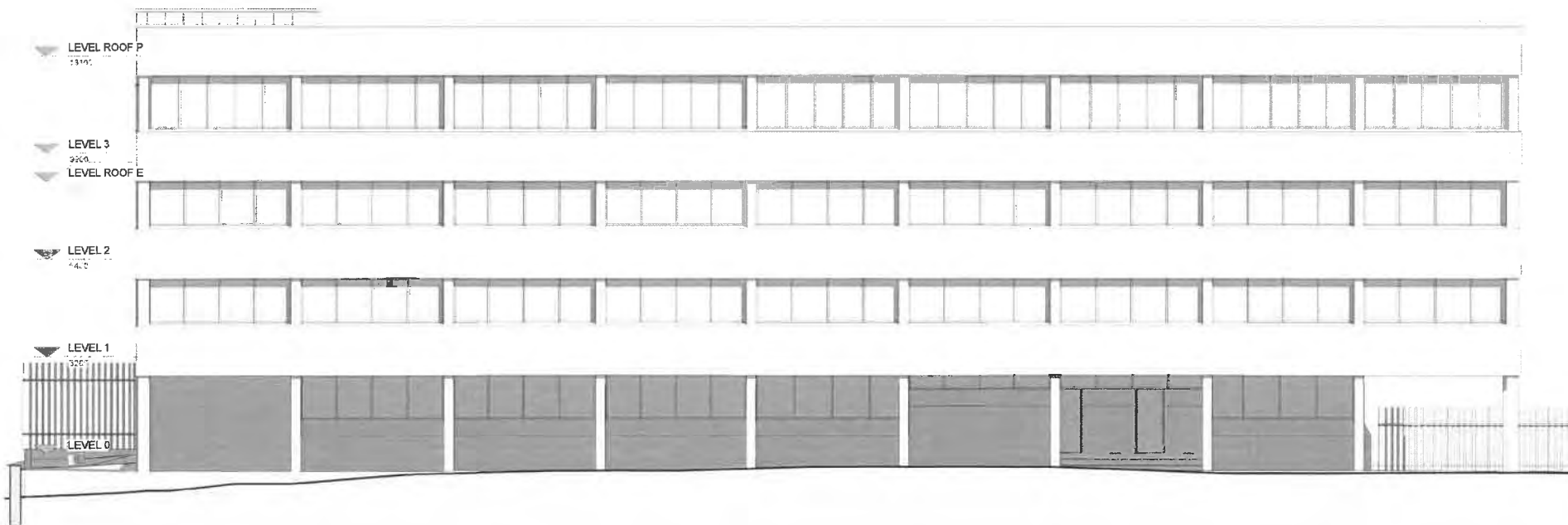




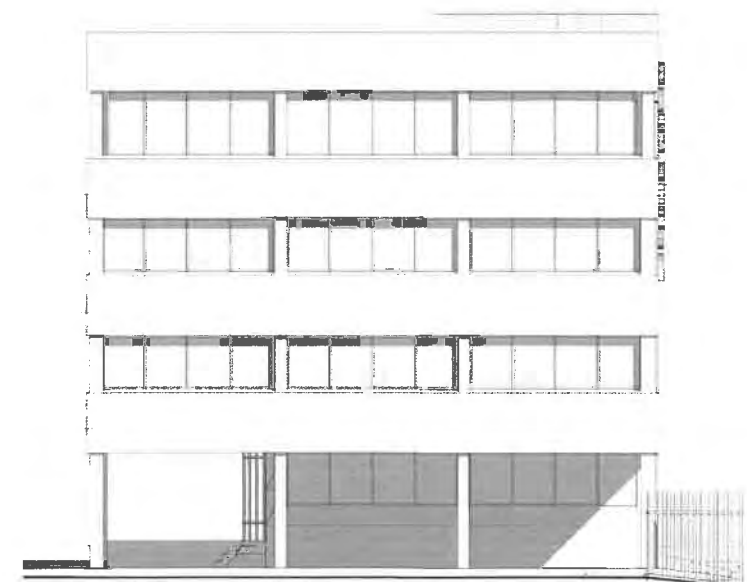
1 Left Side - Proposed  
1:100



2 Front - Proposed  
1:100



3 Right Side - Proposed  
1:100



4 Rear - Proposed  
1:100

Note Block - Elevations - GA

- 1 New lower extension cladding. Colour and material TBA.
- 2 Proposed new curtain walling to match existing.
- 3 Proposed new panelled cladding. Colour and material TBA.

SCALE 1:100

2	Style Stone - Extension	10/04/18	BP
1	Amended glazing	10/08/17	PT
<b>DEBTAL ARCHITECTURE</b>			
72 Bury New Road, Manchester, M20 2JL TEL 0161 773 1000 office@debtal.co.uk debtal.co.uk			
Urban and Rural Estates			
Parkgates			
Proposed Elevations			
DA17036.	005.	2	
PLANNING	23 AUG 2017		

Notes - 3D Views

A 3D Views for information purposes only.



2 3D Axo - Proposed



1 3D Axo - Existing

Single Storey Extension		10/04/18	SP
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72 Bury New Road, Manchester. M25 0JU. Tel: 0161 773 1630 office@debtalarchitecture.co.ukwww.debtalarchitecture.co.uk			
CLIENT			
Urban and Rural Estates			
PROJECT			
Parkgates			
TITLE			
Axonometrics - Existing and Proposed			
PROJECT NO.		DRAWING NO.	REV.
DA17036.		090.	1
STATUS			
PLANNING			
SCALE @ A3	DATE	DRAWN BY	
	23 FEB 2017	SP	
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1 Level 0 - Landscaping  
1 : 200

# DEBTAL ARCHITECTURE

75 Bury New Road, Manchester, M9 6AD  
0161 275 1100 Fax 0161 275 1101 www.debtalarchitecture.co.uk

Urban and Rural Estates

Parkgates

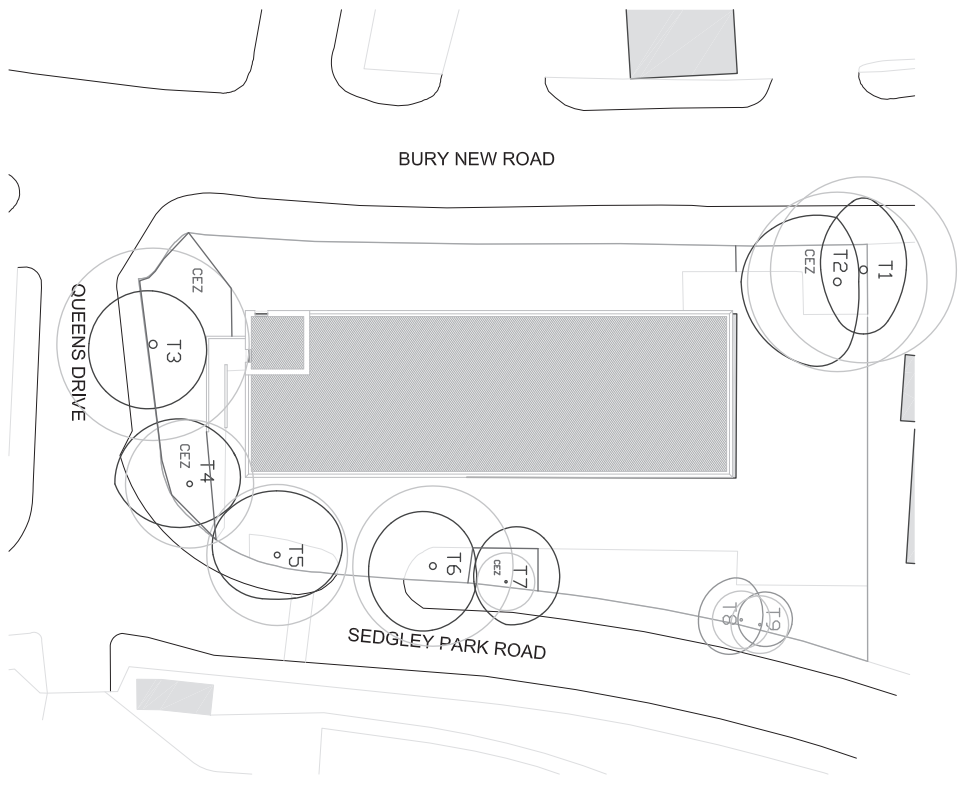
Landscape and Parking Provision

DA17036. 202.

PLANNING

1 : 200 09 SEPT 2017 PY

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